DOWNTOWN ACTIVE TRANSPORTATION NETWORK ENGAGEMENT SUMMARY

1.1 STAKEHOLDER IDENTIFICATION

At the beginning of the project, the Administration mailed letters to approximately 1,170 Downtown property owners, businesses and other stakeholder organizations introducing the project and asking interested recipients to add their names to a contact list for future project updates. Stakeholders who opted in for updates, as well as several targeted stakeholders such as organizations representing health care professionals, cyclists, pedestrians, and older adults, were invited to attend two separate stakeholder meetings (January 30th and March 1st). Invitations to attend were emailed to more than 120 stakeholders. The Downtown Business Improvement District also shared the invitation with 180 recipients on their contact list.

1.2 ENGAGEMENT EVENTS OVERVIEW

Below is an overview of the engagement events that took place for the Downtown Active Transportation (AT) Network Study.

1.2.1 Active Transportation Advisory Group – January 18th, 2018

An overview of the content to be presented to stakeholders on January 30th was provided to ATAG for their comments. The feedback received at this meeting was supportive of the overall approach to the Downtown AT Network Study.

1.2.2 Open House – January 30th, 2018

The first stakeholder engagement event comprised two open house sessions at TCU Place, each approximately 90 minutes in length. The format included a brief presentation followed by a series of informational boards and engagements activities. The intention of the event was to:

- Describe the principles that form the basis for the importance of an AT network;
- Obtain input on the factors used to complete the assessment;
- Hear thoughts about challenges and opportunities for each street.

The sessions were attended by between 40 and 50 stakeholders in total.

1.2.3 Active Transportation Advisory Group – February 15th, 2018

The results of the stakeholder workshop on January 30th was presented and an overview of the content to be presented to stakeholders on the March 1st meeting was provided to ATAG for their comments.

1.2.4 Stakeholder Workshop – March 1st, 2018

A second stakeholder workshop was offered in two sessions at Le Relais Hall. The event included a brief presentation, followed by an opportunity to view information boards and ask questions. The purpose of this event was to:

- Describe how the assessment was informed by both the technical analysis and stakeholder input;
- Share the results of the evaluation of the Downtown streets; and
- Present the recommended Downtown AT network.

Approximately 20 people attended.

1.2.5 Public Open House – March 7th, 2018

A public open house was held in conjunction with the Plan for Growth Community Open House at the Western Development Museum. The purpose of this event was to present the Downtown AT Network and discuss the study's process with the public.

Approximately 400 people attended the Community Open House.

1.2.6 Active Transportation Advisory Group – October 10th, 2018

An overview of the content to be presented to in the next phase of engagement was provided to ATAG for their comments. The feedback received at this meeting was supportive of the overall approach to the Downtown AT Network Study.

1.2.7 Downtown Come-and-Go Community Event – November 6th, 2018

A come-and-go community event was held at the Hilton Garden Inn in conjunction with BRT. The purpose of the event was to provide Downtown stakeholders with an opportunity to see preliminary concept designs that illustrate how the proposed network corridors will look and to obtain feedback on the routes selected, including asking attendees to indicate a preference between a north-south AT route on 3rd Avenue or 4th Avenue.

Approximately 73 people attended the event.

1.2.8 Broadway Come-and-Go Community Event – November 8th, 2018

A come-and-go community event was held at the Emmanuel Anglican Church in conjunction with BRT. The purpose of the event was to provide stakeholders and residents of the Broadway area with an opportunity to see preliminary concept designs that illustrate how the proposed network corridors will look and to obtain feedback on the routes selected, including asking attendees to indicate a preference between a north-south AT route on 3rd Avenue or 4th Avenue.

Approximately 216 people attended the event.

1.2.9 Midtown Plaza Pop-Up – November 16th, 2018

A pop-up event was held at Midtown Plaza in conjunction with BRT. The purpose of the event was to provide people who were already spending time Downtown with an overview of the proposed network and the preliminary concept designs for the network.

Approximately 76 people were engaged at the pop-up event.

1.2.10 Saskatoon Accessibility Advisory Committee – January 11th, 2019

Information was provided and a presentation was made to the Saskatoon Accessibility Advisory Committee on the proposed design for accessible parking/loading zones adjacent to Downtown corridors with AT facilities.

1.2.11 Saskatchewan Human Rights Commission – February 26th, 2019

Information was shared with the Director of Systemic Issues at the Saskatchewan Human Rights Commission on the proposed design for accessible parking/loading zones adjacent to Downtown corridors with AT facilities.

1.3 Downtown AT Network: Stakeholder Event #1

See Attachment 1 for a summary prepared by Fast Consulting on the Stakeholder Engagement Event #1.

1.4 Downtown AT Network: Stakeholder Event #2

1.4.1 Engagement Objectives

- Provide an overview on the project and Saskatoon's wider network;
- Describe how the technical analysis and stakeholder input informed the development of the Downtown AT network;
- Share the results of the evaluation of the Downtown streets; and
- Present the recommended Downtown AT network.

1.4.2 What We Asked

Approximately 14 display boards were set up and manned by project staff. Staff discussed the content of the boards with attendees and answered questions. The boards contained the following information:

- Why Active Transportation is important in Saskatoon, including information on the Council endorsed plans supporting AT initiatives: Growth Plan, Active Transportation Plan, and Compete Streets Design and Policy Guide.
- What types of cycling facilities are considered when planning an AT network, including what types of facilities are considered All Ages and Abilities, and which are not, and a description of what makes a facility appropriate for people of all ages and abilities.
- The results of the evaluation of all streets considered for AT facilities was communicated, including consideration for other users and uses along these corridor such as transit, people driving, and businesses. A rationale for why the recommended streets were selected was also provided.
- A map of the proposed Downtown AT network was provided, as well as how this network would connect to existing and future AT facilities beyond the Downtown.

1.4.3 What We Heard

Approximately 20 people attended one of two sessions (presentations at 4:30pm and 6:00pm) for the proposed AT network, on March 1, 2018 at the Le Relais Hall. Feedback and comments from participants was generally positive. Although different people have different preferences for AT corridors, most participants suggested that the network presented at the session is the best selection that could be done given all of the things that the City had to weigh in the balance in terms of network planning, design consideration and other evaluation and decision-making criteria. Some people attending the session had suggestions around messaging that the City could consider, including messages around equity (not everyone in Saskatoon has a motor vehicle) and the importance of options for safe cycling for the quality of life of citizens. There is confidence among from participants that the popularity of AT facilities will continue to increase as they are adopted and used by more and more residents.

1.4.4 Summarized Comments

Design

- Like the design, including the 'design bends' at intersections along 4th Ave to help cyclists be more visible to motor vehicles turning right from their lanes across the bike paths.
- I'd like to see a curb between the bike lane and the cars

Positive

- Great east west corridor route selection, especially 19th Street, which brings the PBL alongside the new River Landing development, the Remai Modern Art Gallery, the Farmer's Market and the new condo developments there.
- There is bike parking in the City of Saskatoon parkade under the Art Gallery alongside 19th Street corridor.
- Like that we are not losing motor vehicle lanes along 19th Street because it is already wide enough to accommodate PBL's, lanes for motor vehicles and parking.
- Like that Idylwyld was selected for north south corridor – makes good sense for this newly redesigned and repurposed Idylwyld corridor, from a highway running through the centre of Downtown, to a more bike and pedestrian friendly corridor (under the 'Imagine Idylwyld' initiative/strategy), even though the planners will have to figure something out for the connection between 19th St and Idylwyld via Avenue A.
- We're spending money on redeveloping Idylwyld anyway under the new plan for this corridor, so selecting it for the north south corridor of the PBL makes a lot of sense.
- I like the connections and am excited about the improvements to the connections that are part of the cycling corridor presented today.
- It will be important to make connections to transit work for cyclists.
- I think more people bike Downtown than Downtown businesses realize – they might be getting customers who walk into their stores, but after they cycled to work at their office.
- Good connectivity.

Other Options

- I would have preferred 1st Ave, but I'm also ok with the corridor selected by the consultants on the basis of the decision-making criteria that they used.
- I would have preferred 3rd Ave to 4th Ave – understand that the City took this option out of the mix because of the BRT potentially going there, but don't agree that this is the way to go. I'm not optimistic that we can build the necessary critical mass of residents choosing to use transit to make BRT a positive thing for our city – I think it will be very disruptive.
- I would have preferred the PBL be located on Spadina, which does not have any of the traffic lights at intersections that interrupt east-west travel.
- Important to ensure accessible transit stops are provided

Maintenance is Important

- The City seemed to do a great job of keeping the pilot PBLs along 4th Ave and 23rd St clear of snow on a regular/continual basis.
- Some businesses along 4th Ave are clearing the snow from their sidewalks, as required by law, but moving it into the PBLs alongside the sidewalk, which then makes it difficult for bikes to use the lanes. Snow can be moved from sidewalks to the road where it is then moved by the City, but businesses should be reminded not to put it into the PBLs after they have already been cleared by the City.
- The exact details of the new PBL do not matter to me – it's just great to have it.
- Snow clearing at night makes noise and disrupts Downtown residents.

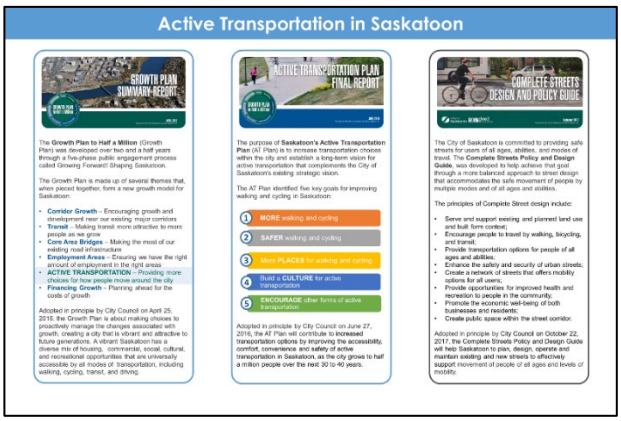
Messaging

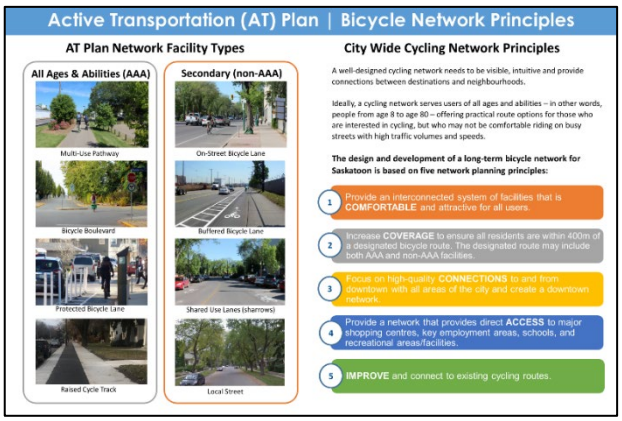
- Citizens should be reminded that the cost of the PBL is very small compared to the cost of road building and maintenance – that it is a great investment for citizens relative to its cost and the benefits that it brings to Saskatoon.
- Initiatives like the PBL are important to attract people to our city and keep them here – having these types of amenities are important for the quality of life of people living here and keeps us competitive with other cities such as Calgary that have PBL networks to help people without motor vehicles move around.
- PBLs are criticized for slowing traffic in the Downtown core and other corridors with high traffic. But bikes can legally use motor lanes, so what if messages that were developed that show that PBLs actually hep traffic flow by keeping cyclists out of motor vehicle lanes?
- The presentation today indicates that traffic delays for motorists at peak times as a result of PBLs for cyclists are nominal – a few minutes at worst. Can this be messaged to public?
- We need the type of cyclist counters used in Calgary and we need to celebrate usage milestones to reflect back to residents of Saskatoon the positive aspects of having PBLs.
- COS employees, especially planners, should be encouraged to forgo using motor vehicles to commute to their workplace Downtown and use the PBLs.

Future Considerations

- May have to start posting and enforcing speed limits in the PBLs as the popularity of electric bikes, most of which travel at speeds exceeding 40kms per hour, seems to be taking off in Saskatoon.
- Biking of all forms is significantly less costly than owning and operating motor vehicles, and cycling will become more and more popular in the future as a result.
- I'd like to see bicycle signals added for safety

1.4.5 Boards





All Ages and Abilities (AAA) Bicycle Network Principles

SAFETY

People riding bicycles are vulnerable road users because they have less protection and travel more slowly than motor vehicles.

An All Ages and Abilities Network should:

- Minimize and consolidate conflict points between modes (for example, at intersections or driveway crossings).
- Reduce speed and enhance visibility at intersections and conflict points.
- Provide each mode with a clearly defined space for travel.
- Provide consistent treatments to promote predictable behavior for all users.
- Ensure facilities are easy to maintain to facilitate safe cycling conditions.

COMFORT

Attention to user comfort is an important part of attracting more people to bicycling as a mode of travel.

An All Ages and Abilities Network should:

- Separate bicycles from motor vehicles when speeds are over 30 km/hr and traffic volumes exceed 1,500 vehicles per hour.
- Ensure the amount of delay for people riding bikes is reasonable and balanced with other users.
- Minimize encounters between people riding bikes and those driving vehicles.
- Accommodate side by side cycling and passing movements, where feasible.
- Provide smooth vertical transitions and pavement surfaces free from obstructions.

CONNECTIVITY

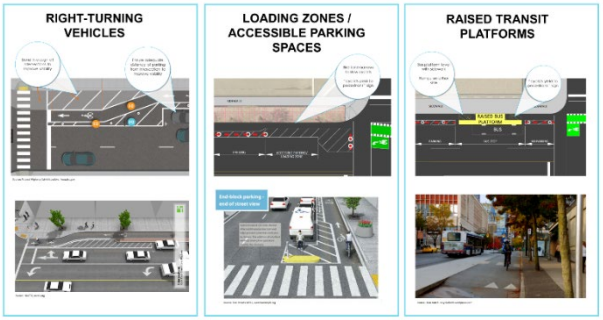
People who ride bicycles need a network of continuous low-stress routes that provide connections to local and city-wide destinations.

An All Ages and Abilities Network should:

- Provide direct and convenient connections that minimize detours.
- Connect to local and city-wide destinations.
- Integrate into the larger multimodal transportation network.
- Provide seamless transitions between different types of cycling facilities (for example: from a raised cycle track to a multi-use pathway).
- Ensure key destinations and regional routes are interconnected with the bicycle network.

EXAMPLES OF DESIGN CONSIDERATIONS

Integration with other users of the street is important to the successful function of the street. Conflicts between users are inevitable, but design treatments can be applied to ensure all users can safely navigate the space.

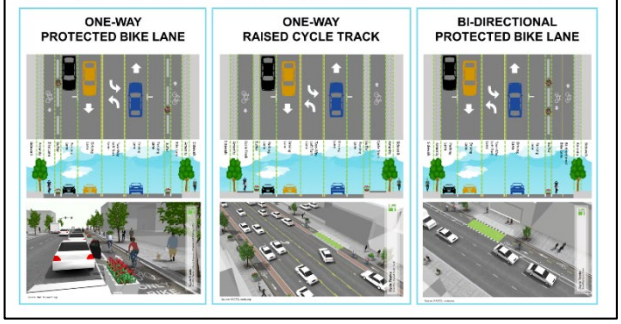


EXAMPLES OF AAA FACILITY TYPES

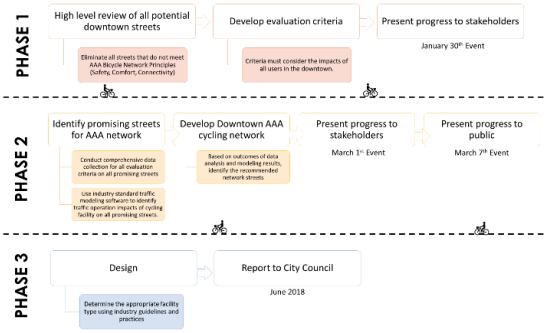
An all ages and abilities (AAA) facility is typically used on streets where:

- volume of vehicles is greater than 1,500 vehicles per hour, and
- operating speeds are over 30km per hour.

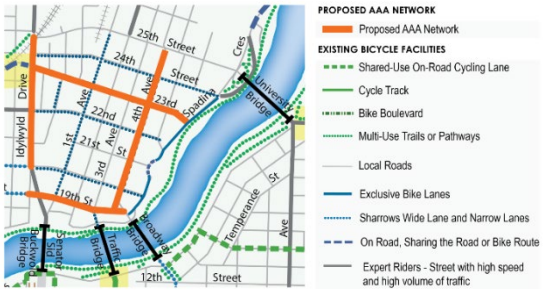
The following are three types of AAA facilities that are typically used in urban settings, such as downtown Saskatoon.



PROJECT TIMELINE



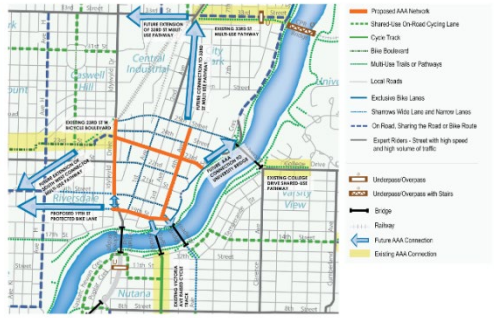
PROPOSED AAA NETWORK: Map of Recommended Streets



PROPOSED AAA NETWORK
Connections To Existing And Proposed AAA Facilities

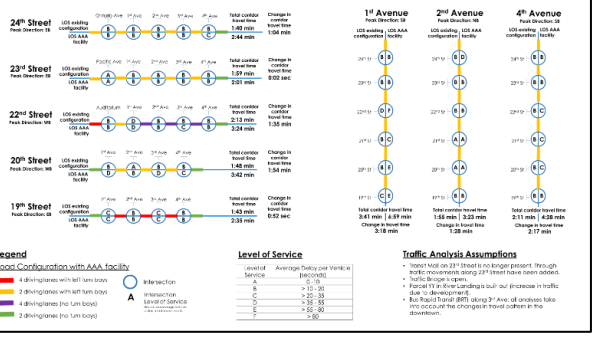
Connections to other AAA facilities are important to support the over city-wide network.

This map shows how the proposed network connects to existing AAA cycling facilities and proposed cycling facilities within and beyond the study area.



TRAFFIC LEVEL OF SERVICE & TRAVEL TIME ANALYSIS [PM PEAK PERIOD]

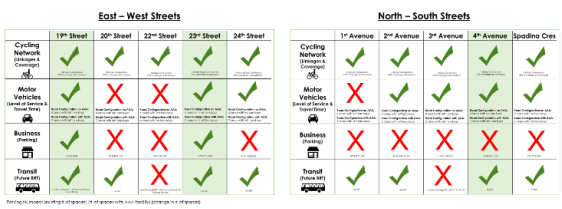
The City of Saskatoon uses the Highway Capacity Manual (HCM) to determine Level of Service (LOS). LOS is a measure of average delay per motor vehicle at each intersection. The illustrations below show the change in LOS at each intersection and the change in travel time for each corridor when a AAA facility is added to the street.



PROPOSED AAA NETWORK: Overview of Network Decision Making

Downtown streets support a number of different land uses through a variety travel of modes. When assessing the appropriate streets for a AAA cycling facility, it is important to consider the impacts to all users in the Downtown.

The charts below provide a high-level overview of the detailed analysis for each of the streets considered for a AAA facility.



TRAFFIC ANALYSIS ASSUMPTIONS

- Transit Mall on 23rd Street is no longer present. Through traffic movements along 23rd Street have been added.
- Traffic Bridge is open.
- Parcel Y1 in River Landing is built out (increase in traffic due to development).
- Bus Rapid Transit (BRT) along 3rd Ave; all analyses take into account the changes in travel pattern in the downtown.

AAA EVALUATION CRITERIA: COMPARISON OF NORTH-SOUTH STREETS

Streets Recommended for Downtown AAA Network | Great/Good | Neutral | Poor

	Idylwyld Drive	1st Avenue	2nd Avenue	3rd Avenue	4th Avenue	Spadina Cres
BICYCLE NETWORK						
Linkages to Surrounding Areas						
Connectivity North	Great. Extends beyond 25th St.	Good. Extends beyond 25th St, with a slight deflection at Duke St.	Great. Extends beyond 25th St	Great. Extends beyond 25th St	Good. Extends beyond 25th St (4th Ave in a one-way street N of 25th)	Good. Extends north of 25th St. Connects with Meewasin trail system
Connectivity South	Ok. Terminates at 20th, connection through Ave A to 19th St	Ok. Southbound Terminates at 19th Street, Northbound begins at 20th due to Idylwyld Freeway Ramps.	Great. Terminates at Spadina Cres	Great. Terminates at Spadina Cres	Intersection improvements are planned that will improve the connection to the Broadway Bridge	Good. Terminates at 2nd Ave. Connects with Meewasin trail system
Coverage (% of Downtown within 400m of Proposed Facility)	40%	65%	75%	75%	70%	55%
Linkages to Existing & Proposed AAA Facilities						
Bridges	Poor: Road connects directly to Sid Buckwold Bridge but the connection to Sid Buckwold Bridge walkway is challenging.	Poor: Road connects directly to Sid Buckwold Bridge but the connection to Sid Buckwold Bridge walkway is challenging.	OK: Connects to 19th St which connects to Traffic Bridge and Broadway Bridge	Great: • Connects directly to Traffic Bridge • Connects to 19th St which connects to Broadway Bridge	Good: • Northbound connection from Broadway Bridge to 4th on East Side is OK • Intersection improvements are planned that will improve the connection to the Broadway Bridge	Good: • Connects with University Bridge • Doesn't connect with Broadway Bridge • Connects with Traffic Bridge
Existing AAA Facilities	• Connects with Blairmore Bikeway • Connects with South West Connector Multi Use Pathway	None	2nd Ave becomes 3rd Ave which connects with 33rd Street Multi-Use Pathway	• Connects with 33rd Street Multi-Use Pathway • Connects with Cycle Track on Victoria Avenue	None	Connects to Meewasin trail system
Proposed AAA Facilities	None	None	None	None	None	None
Current and Potential Bicycle Traffic						
Key Destinations Served	• Midtown Plaza • TCU Place	• Government of Canada Building • Midtown Plaza • Scotia Centre	• Remai Modern • River Landing • Scotia Centre • Lots of retail • Lots of restaurants	• Francis Morrison Library • City Hall • Sturdy Stone • Some retail shops • Some restaurants • Educational intuitions	• Francis Morrison Library • City Hall • Sturdy Stone • More office than retail • Some restaurants	• Remai Modern • River Landing • Court of Queen's Bench • Medical Offices • General Offices
PEOPLE WALKING						
Pedestrian Improvements						
Opportunity for Improvements	Yes. Opportunity to make improvements through Imagine Idylwyld project	Yes. Opportunity to improve crossings for pedestrians north of 22nd St	Already a pedestrian priority street with significant pedestrian amenities & short crossing distances.	Yes. Possible opportunity to make improvements through BRT	Yes. Increases separation of pedestrians from traffic	• East side has great pedestrian amenities • West side could benefit from improved pedestrian facilities

AAA EVALUATION CRITERIA: COMPARISON OF NORTH-SOUTH STREETS

Streets Recommended for Downtown AAA Network | Great/Good | Neutral | Poor

	Idylwyld Drive	1st Avenue	2nd Avenue	3rd Avenue	4th Avenue	Spadina Cres
BICYCLE NETWORK						
Linkages to Surrounding Areas						
Connectivity North	Great. Extends beyond 25th St.	Good. Extends beyond 25th St, with a slight deflection at Duke St.	Great. Extends beyond 25th St	Great. Extends beyond 25th St	Good. Extends beyond 25th St (4th Ave in a one-way street N of 25th)	Good. Extends north of 25th St. Connects with Meewasin trail system
Connectivity South	Ok. Terminates at 20th, connection through Ave A to 19th St	Ok. Southbound Terminates at 19th Street, Northbound begins at 20th due to Idylwyld Freeway Ramps.	Great. Terminates at Spadina Cres	Great. Terminates at Spadina Cres	Intersection improvements are planned that will improve the connection to the Broadway Bridge	Good. Terminates at 2nd Ave. Connects with Meewasin trail system
Coverage (% of Downtown within 400m of Proposed Facility)	40%	65%	75%	75%	70%	55%
Linkages to Existing & Proposed AAA Facilities						
Bridges	Poor: Road connects directly to Sid Buckwold Bridge but the connection to Sid Buckwold Bridge walkway is challenging.	Poor: Road connects directly to Sid Buckwold Bridge but the connection to Sid Buckwold Bridge walkway is challenging.	OK: Connects to 19th St which connects to Traffic Bridge and Broadway Bridge	Great: • Connects directly to Traffic Bridge • Connects to 19th St which connects to Broadway Bridge	Good: • Northbound connection from Broadway Bridge to 4th on East Side is OK • Intersection improvements are planned that will improve the connection to the Broadway Bridge	Good: • Connects with University Bridge • Doesn't connect with Broadway Bridge • Connects with Traffic Bridge
Existing AAA Facilities	• Connects with Blairmore Bikeway • Connects with South West Connector Multi Use Pathway	None	2nd Ave becomes 3rd Ave which connects with 33rd Street Multi-Use Pathway	• Connects with 33rd Street Multi-Use Pathway • Connects with Cycle Track on Victoria Avenue	None	Connects to Meewasin trail system
Proposed AAA Facilities	None	None	None	None	None	None
Current and Potential Bicycle Traffic						
Key Destinations Served	• Midtown Plaza • TCU Place	• Government of Canada Building • Midtown Plaza • Scotia Centre	• Remai Modern • River Landing • Scotia Centre • Lots of retail • Lots of restaurants	• Francis Morrison Library • City Hall • Sturdy Stone • Some retail shops • Some restaurants • Educational intuitions	• Francis Morrison Library • City Hall • Sturdy Stone • More office than retail • Some restaurants	• Remai Modern • River Landing • Court of Queen's Bench • Medical Offices • General Offices
PEOPLE WALKING						
Pedestrian Improvements						
Opportunity for Improvements	Yes. Opportunity to make improvements through Imagine Idylwyld project	Yes. Opportunity to improve crossings for pedestrians north of 22nd St	Already a pedestrian priority street with significant pedestrian amenities & short crossing distances.	Yes. Possible opportunity to make improvements through BRT	Yes. Increases separation of pedestrians from traffic	• East side has great pedestrian amenities • West side could benefit from improved pedestrian facilities

AAA EVALUATION CRITERIA: COMPARISON OF EAST-WEST STREETS

Streets Recommended for Downtown AAA Network | Great/Good | Neutral | Poor

	19th Street	20th Street	22nd Street	23rd Street	24th Street	25th Street
BICYCLE NETWORK						
Linkages to Surrounding Areas						
Connectivity East	Good. Terminates at 4th Avenue	Great. Terminates at Spadina Cres	Ok. Terminates at Spadina Cres, but deflects south at 5th Ave	Great. Terminates at Spadina Cres	Great. Terminates at Spadina Cres	Great. Terminates at Spadina Cres
Connectivity West	Great. Continues west to Ave M	Great. Continues west to Vancouver Ave	Great. Continues west to City Limits	Good. Continues west to Vancouver Ave, slight deflection at Jamison St	Ok. Terminates at Idylwyld Drive	Ok. Terminates at Idylwyld Drive
Coverage (% of Downtown within 400m of Proposed Facility)	35%	50%	65%	70%	60%	40%
Linkages to Existing & Proposed AAA Facilities						
Bridges	Great connection to Traffic Bridge & Broadway Bridge	No bridge connections	No bridge connections	Ok connection to University Bridge	Ok connection to University Bridge	Great connection to University Bridge
Existing AAA Facilities	None	None	None	Connects to Blairmore Bikeway	None	Connects to SW Connector MUP[A]
Proposed AAA Facilities	Connects to proposed 19th St protected bike lane (Ave A - Ave H)	Connects to proposed raised cycle track on Idylwyld Drive	Connects to proposed raised cycle track on Idylwyld Drive	Connects to proposed raised cycle track on Idylwyld Drive	Connects to proposed multi-use pathway on Idylwyld Drive	Connects to proposed multi-use pathway on Idylwyld Drive
Current and Potential Bicycle Traffic						
Key Destinations Served	• River Landing • Remai Modern • Farmer's Market • Prov. Court • Midtown Plaza	• Midtown Plaza • Several retail shops west of Idylwyld Dr	• TCU Place • Sturdy Stone • Some office /retail	• Francis Morrison Library • City Hall • Medical Offices	• Kinsmen Park • City Hall	• Kinsmen Park • Police Station
PEOPLE WALKING						
Pedestrian Improvements						
Opportunity for Improvements	Yes. Increased separation from traffic	Yes. Increased separation from traffic	Yes. Increased separation from traffic	Yes. Increased separation from traffic	Yes. Increased separation from traffic	Somewhat. Already streetscaped

AAA EVALUATION CRITERIA: COMPARISON OF EAST-WEST STREETS

Streets Recommended for Downtown AAA Network | Great/Good | Neutral | Poor

	19th Street	20th Street	22nd Street	23rd Street	24th Street	25th Street
CYCLIST SAFETY						
Conflict with Vehicles						
Motor Vehicles per Day (Average Annual Daily Traffic)	17,000 – 25,000* *estimated	13,000 – 20,000* *estimated	15,000 – 30,000* *estimated	7,000 – 12,000* *estimated	8,000 – 13,000* *estimated	23,000 – 43,000 2016 COS AADT
PEOPLE DRIVING						
Automobile travel time (PM Peak Period)						
Peak Direction of Travel	Eastbound	Westbound	Westbound	Eastbound	Eastbound	Not completed as this street was removed from consideration for a AAA facility at this time.
Travel Time (existing configuration)	1:43 min	1:48 min	2:13 min	1:59 min	1:40 min	
Travel Time (AAA facility)	2:35 min	3:42 min	3:24 min	2:01 min	2:44 min	
Change in Travel Time	0:52 sec	1:54 min	1:35 min	0:02 sec	1:04 min	
TRANSIT						
Transit Stop Conflicts						
Current # of Stops	5	3	4	9	2	9
Future # of Stops	None Identified	Possibility of future stops	2 BRT Stations	None Identified	None Identified	2 BRT Stations
Transit Operations						
Current Transit Route	Yes	Yes	Yes	Current transit terminal conflict front 2nd Ave to 3rd Ave	Yes	Yes
Future Transit Route	BRT proposed as curb running from 4th Ave to 3rd Ave	Identified as possible high-frequency transit west of 3rd Ave	Identified as future center-running BRT route	None identified	None identified	BRT proposed as curb running from Spadina to 3rd Ave
BUSINESS						
Street Environment	Low activity: 7 building entrances (1.2 per block face)	Average activity: 23 building entrances (3.3 per block face)	Average activity: 31 building entrances (3.1 per block face)	Low activity: 21 building entrances (1.8 per block face)	Average activity: 33 building entrances (2.0 per block face)	Low activity: 24 building entrances (1.4 per block face)
Parking						
Current # of Spaces	17	118	96	103	124	58
# of Spaces with AAA	17	80	63	90 (Parking added in transit terminal)	66 (Parking removed on south side between Ontario Ave & Idylwyld Dr)	50
Change in # of Spaces[A]	0	-38	-33	-13	-58	-8

TRAFFIC ANALYSIS ASSUMPTIONS

- Transit Mall on 23rd Street is no longer present. Through traffic movements along 23rd Street have been added.
- Traffic Bridge is open.
- Parcel YY in River Landing is built out (increase in traffic due to development).
- Bus Rapid Transit (BRT) along 3rd Ave: all analyses take into account the changes in travel pattern in the downtown.

[A] Due to removal of parking at intersections and on each side of driveways to improve visibility/sightlines.

1.5 Downtown AT Network: Community Open House Engagement Summary

1.5.1 Engagement Objectives

- Provide an overview on the project and Saskatoon's wider network;
- Describe how the technical analysis and stakeholder input informed the development of the Downtown AT network;
- Share the results of the evaluation of the Downtown streets; and
- Present the recommended Downtown AT network.

1.5.2 What We Asked

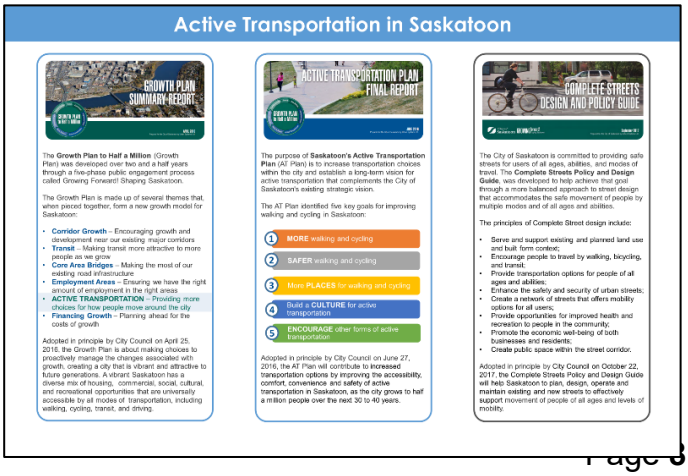
Approximately 14 display boards were set up and manned by project staff. Staff discussed the content of the boards with attendees and answered questions. The boards contained the following information:

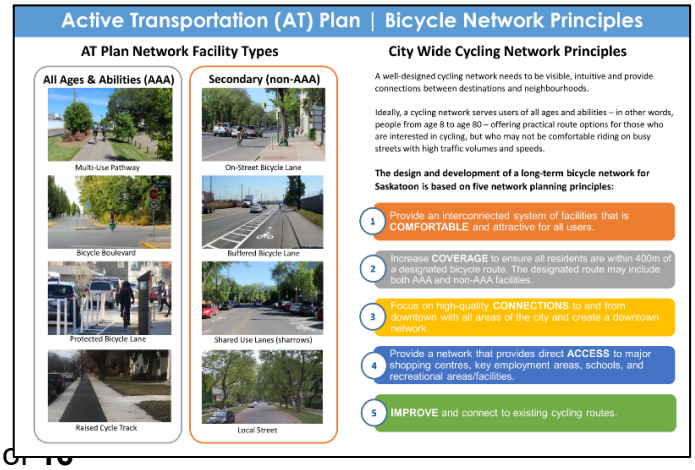
- Why Active Transportation is important in Saskatoon, including information on the Council endorsed plans supporting AT initiatives: Growth Plan, Active Transportation Plan, and Compete Streets Design and Policy Guide.
- What types of cycling facilities are considered when planning a AT network, including what types of facilities are considered All Ages and Abilities, and which are not, and a description of what makes a facility appropriate for people of all ages and abilities.
- The results of the evaluation of all streets considered for AT facilities was communicated, including consideration for other users and uses along these corridor such as transit, people driving, and businesses. A rationale for why the recommended streets were selected was also provided.
- A map of the proposed Downtown AT network was provided, as well as how this network would connect to existing and future AT facilities beyond the Downtown.

1.5.3 What We Heard

Generally speaking, many attendees were supportive of a Downtown AT network and of the streets that were selected. Of those who supported the network, many agreed with the streets selected and supported the evaluation process used to arrive at those streets. Some comments were received around improving access at key entry points such as the bottom of the Broadway Bridge, ensuring good pavement quality in the lanes, and providing access through the existing transit terminal. Generally, those who were not supportive of the network were not supportive of any protected cycling facility within the Downtown, citing negative impacts to motorists, parking implications, underutilization of current bike lanes Downtown, and cost implications.

1.5.4 Boards





Active Transportation in Saskatoon

The **Growth Plan to Half a Million** (Growth Plan) was developed over two and a half years through a five-phase public engagement process called Growing Forward! Shaping Saskatoon.

The Growth Plan is made up of several themes that, when pieced together, form a new growth model for Saskatoon:

- **Corridor Growth** – Encouraging growth and development near our existing major corridors
- **Transit** – Making transit more attractive to more people as we grow
- **Core Area Bridges** – Making the most of our existing road infrastructure
- **Employment Areas** – Ensuring we have the right amount of employment in the right areas
- **ACTIVE TRANSPORTATION** – Providing more choices for how people move around the city
- **Financing Growth** – Planning ahead for the costs of growth

Adopted in principle by City Council on April 25, 2016, the Growth Plan is about making choices to proactively manage the changes associated with growth, creating a city that is vibrant and attractive to future generations. A vibrant Saskatoon has a diverse mix of housing, commercial, social, cultural, and recreational opportunities that are universally accessible by all modes of transportation, including walking, cycling, transit, and driving.

The purpose of **Saskatoon's Active Transportation Plan** (AT Plan) is to increase transportation choices within the city and establish a long-term vision for active transportation that complements the City of Saskatoon's existing strategic vision.

The AT Plan identified five key goals for improving walking and cycling in Saskatoon:

1. **MORE** walking and cycling
2. **SAFER** walking and cycling
3. More **PLACES** for walking and cycling
4. Build a **CULTURE** for active transportation
5. **ENCOURAGE** other forms of active transportation

Adopted in principle by City Council on June 27, 2016, the AT Plan will contribute to increased transportation options by improving the accessibility, comfort, convenience and safety of active transportation in Saskatoon, as the city grows to half a million people over the next 30 to 40 years.

The City of Saskatoon is committed to providing safe streets for users of all ages, abilities, and modes of travel. The **Complete Streets Policy and Design Guide**, was developed to help achieve that goal through a more balanced approach to street design that accommodates the safe movement of people by multiple modes and of all ages and abilities.

The principles of Complete Street design include:

- Serve and support existing and planned land use and built form context;
- Encourage people to travel by walking, bicycling, and transit;
- Provide transportation options for people of all ages and abilities;
- Enhance the safety and security of urban streets;
- Create a network of streets that offers mobility options for all users;
- Provide opportunities for improved health and recreation to people in the community;
- Promote the economic well-being of both businesses and residents;
- Create public space within the street corridor.

Adopted in principle by City Council on October 22, 2017, the Complete Streets Policy and Design Guide will help Saskatoon to plan, design, operate and maintain existing and new streets to effectively support movement of people of all ages and levels of mobility.

Active Transportation (AT) Plan | Bicycle Network Principles

AT Plan Network Facility Types

All Ages & Abilities (AAA)


Multi-Use Pathway


Bicycle Boulevard


Protected Bicycle Lane


Raised Cycle Track

Secondary (non-AAA)


On-Street Bicycle Lane


Buffered Bicycle Lane


Shared Use Lanes (sharrows)


Local Street

City Wide Cycling Network Principles

A well-designed cycling network needs to be visible, intuitive and provide connections between destinations and neighbourhoods.

Ideally, a cycling network serves users of all ages and abilities – in other words, people from age 8 to age 80 – offering practical route options for those who are interested in cycling, but who may not be comfortable riding on busy streets with high traffic volumes and speeds.

The design and development of a long-term bicycle network for Saskatoon is based on five network planning principles:

1. Provide an interconnected system of facilities that is **COMFORTABLE** and attractive for all users.
2. Increase **COVERAGE** to ensure all residents are within 400m of a designated bicycle route. The designated route may include both AAA and non-AAA facilities.
3. Focus on high-quality **CONNECTIONS** to and from downtown with all areas of the city and create a downtown network.
4. Provide a network that provides direct **ACCESS** to major shopping centres, key employment areas, schools, and recreational areas/facilities.
5. **IMPROVE** and connect to existing cycling routes.

All Ages and Abilities (AAA) Bicycle Network Principles

SAFETY

People riding bicycles are vulnerable road users because they have less protection and travel more slowly than motor vehicles.

An All Ages and Abilities Network should:

- ✓ Minimize and consolidate conflict points between modes (for example, at intersections or driveway crossings).
- ✓ Reduce speed and enhance visibility at intersections and conflict points.
- ✓ Provide each mode with a clearly defined space for travel.
- ✓ Provide consistent treatments to promote predictable behavior for all users.
- ✓ Ensure facilities are easy to maintain to facilitate safe cycling conditions.

COMFORT

Attention to user comfort is an important part of attracting more people to bicycling as a mode of travel.

An All Ages and Abilities Network should:

- ✓ Separate bicycles from motor vehicles when speeds are over 30 km/hr and traffic volumes exceed 1,500 vehicles per hour.
- ✓ Ensure the amount of delay for people riding bikes is reasonable and balanced with other users.
- ✓ Minimize encounters between people riding bikes and those driving vehicles.
- ✓ Accommodate side by side cycling and passing movements, where feasible.
- ✓ Provide smooth vertical transitions and pavement surfaces free from obstructions.

CONNECTIVITY

People who ride bicycles need a network of continuous low-stress routes that provide connections to local and city-wide destinations.

An All Ages and Abilities Network should:

- ✓ Provide direct and convenient connections that minimize detours.
- ✓ Connect to local and city-wide destinations.
- ✓ Integrate into the larger multimodal transportation network.
- ✓ Provide seamless transitions between different types of cycling facilities (for example: from a raised cycle track to a multi-use pathway).
- ✓ Ensure key destinations and regional routes are interconnected with the bicycle network.

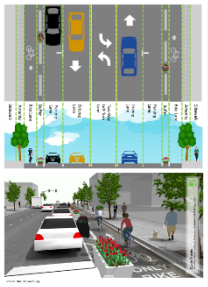
EXAMPLES OF AAA FACILITY TYPES

An all ages and abilities (AAA) facility is typically used on streets where:

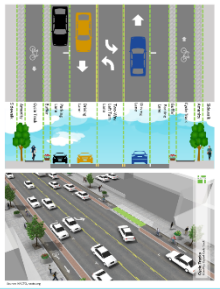
- volume of vehicles is greater than 1,500 vehicles per hour, and
- operating speeds are over 30km per hour.

The following are three types of AAA facilities that are typically used in urban settings, such as downtown Saskatoon.

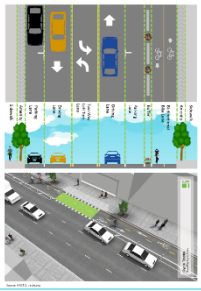
ONE-WAY PROTECTED BIKE LANE



ONE-WAY RAISED CYCLE TRACK



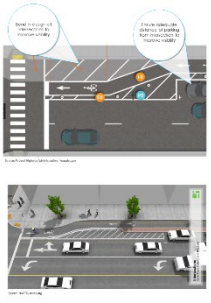
BI-DIRECTIONAL PROTECTED BIKE LANE



EXAMPLES OF DESIGN CONSIDERATIONS

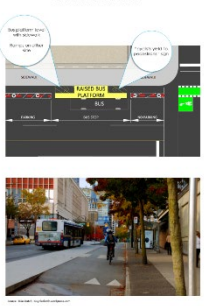
Integration with other users of the street is important to the successful function of the street. Conflicts between users are inevitable, but design treatments can be applied to ensure all users can safely navigate the space.

RIGHT-TURNING VEHICLES



LOADING ZONES / ACCESSIBLE PARKING SPACES

RAISED TRANSIT PLATFORMS



PROJECT TIMELINE

PHASE 1

- High level review of all potential downtown streets
  - Eliminate all streets that do not meet AAA Bicycle Network Principles (Safety, Comfort, Connectivity)
- Develop evaluation criteria
  - Criteria must consider the impacts of all users in the downtown.
- Present progress to stakeholders
  - January 30th Event

PHASE 2

- Identify promising streets for AAA network
  - Conduct comprehensive data collection for all evaluation criteria on all promising streets
  - Use industry standard traffic modelling software to identify traffic operation impacts of cycling facility on all promising streets.
- Develop Downtown AAA cycling network
  - Based on outcomes of data analysis and modelling results, identify the recommended network streets
- Present progress to stakeholders
  - March 1st Event
- Present progress to public
  - March 7th Event

PHASE 3

- Design
  - Determine the appropriate facility type using industry guidelines and practices
- Report to City Council
  - June 2018

PROPOSED AAA NETWORK: Map of Recommended Streets

PROPOSED AAA NETWORK

Proposed AAA Network

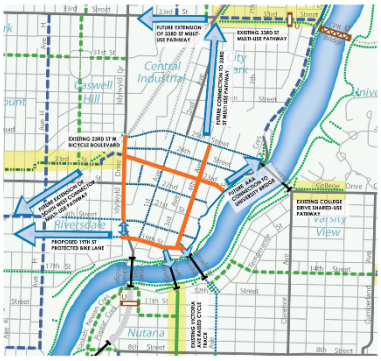
EXISTING BICYCLE FACILITIES

- Shared-Use On-Road Cycling Lane
- Cycle Track
- Bike Boulevard
- Multi-Use Trails or Pathways
- Local Roads
- Exclusive Bike Lanes
- Sharrows Wide Lane and Narrow Lanes
- On Road, Sharing the Road or Bike Route
- Expert Riders - Street with high speed and high volume of traffic

PROPOSED AAA NETWORK
Connections To Existing And Proposed AAA Facilities

Connections to other AAA facilities are important to support the over city-wide network.

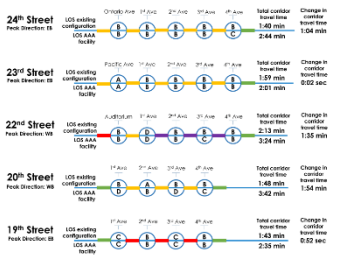
This map shows how the proposed network connects to existing AAA cycling facilities and proposed cycling facilities within and beyond the study area.

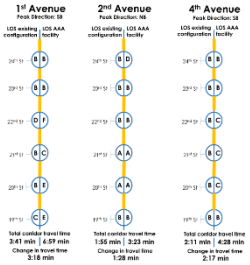


- Proposed AAA Network
- Shared-Use On-Road Cycling Lane
- Cycle Track
- Bike Boulevard
- Multi-Use Trails or Pathways
- Local Roads
- Exclusive Bike Lanes
- Sharrows Wide Lane and Narrow Lanes
- On Road, Sharing the Road or Bike Route
- Expert Riders - Street with high speed and high volume of traffic
- Underpass/Overpass
- Underpass/Overpass with Stairs
- Bridge
- Railway
- Future AAA Connection
- Existing AAA Connection

TRAFFIC LEVEL OF SERVICE & TRAVEL TIME ANALYSIS [PM PEAK PERIOD]

The City of Saskatoon uses the Highway Capacity Manual (HCM) to determine Level of Service (LOS). LOS is a measure of average delay per motor vehicle at each intersection. The illustrations below show the change in LOS at each intersection and the change in travel time for each corridor when a AAA facility is added to the street.





Legend

Road Configuration with AAA facility

- 4 driving lanes with left turn bays
- 2 driving lanes with left turn bays
- 4 driving lanes (no turn bays)
- 2 driving lanes (no turn bays)

Intersection

A Intersection Level of Service

Level of Service

Level of Service	Average Delay per Vehicle (seconds)
A	0 - 10
B	> 10 - 20
C	> 20 - 35
D	> 35 - 55
E	> 55 - 80
F	> 80

Traffic Analysis Assumptions

- Transit Mall on 23rd Street is no longer present. Through traffic movements along 23rd Street have been added.
- Traffic Bridge is open.
- Parcel YY in River Landing is built out (increase in traffic due to development).
- Bus Rapid Transit (BRT) along 3rd Ave: all analyses take into account the changes in travel pattern in the downtown.

PROPOSED AAA NETWORK: Overview of Network Decision Making

Downtown streets support a number of different land uses through a variety travel of modes. When assessing the appropriate streets for a AAA cycling facility, it is important to consider the impacts to all users in the Downtown.

The charts below provide a high-level overview of the detailed analysis for each of the streets considered for a AAA facility.

East – West Streets

	19th Street	20th Street	22nd Street	23rd Street	24th Street
Cycling Network (Linkages & Coverage)	✓	✓	✓	✓	✓
Motor Vehicles (Level of Service & Travel Time)	✓	X	X	✓	✓
Business (Parking)	✓	X	X	✓	X
Transit (Future BRT)	✓	✓	X	✓	✓

North – South Streets

	1st Avenue	2nd Avenue	3rd Avenue	4th Avenue	Spadina Cres
Cycling Network (Linkages & Coverage)	✓	✓	✓	✓	✓
Motor Vehicles (Level of Service & Travel Time)	X	✓	✓	✓	✓
Business (Parking)	X	X	X	X	X
Transit (Future BRT)	✓	✓	X	✓	✓

TRAFFIC ANALYSIS ASSUMPTIONS

- Transit Mall on 23rd Street is no longer present. Through traffic movements along 23rd Street have been added.
- Traffic Bridge is open.
- Parcel YY in River Landing is built out (increase in traffic due to development).
- Bus Rapid Transit (BRT) along 3rd Ave: all analyses take into account the changes in travel pattern in the downtown.

AAA EVALUATION CRITERIA: COMPARISON OF EAST-WEST STREETS

Streets Recommended for Downtown AAA Network | Great/Good | Neutral | Poor

	19th Street	20th Street	22nd Street	23rd Street	24th Street	25th Street
BICYCLE NETWORK						
Linkages to Surrounding Areas						
Connectivity East	Good. Terminates at 4th Avenue	Great. Terminates at Spadina Cres	Ok. Terminates at Spadina Cres, but deflects south at 5th Ave	Great. Terminates at Spadina Cres	Great. Terminates at Spadina Cres	Great. Terminates at Spadina Cres
Connectivity West	Great. Continues west to Ave M	Great. Continues west to Vancouver Ave	Great. Continues west to City Limits	Good. Continues west to Vancouver Ave, slight deflection at Jamison St	Ok. Terminates at Idylwyld Drive	Ok. Terminates at Idylwyld Drive
Coverage (% of Downtown within 400m of Proposed Facility)	35%	50%	65%	70%	60%	40%
Linkages to Existing & Proposed AAA Facilities						
Bridges	Great connection to Traffic Bridge & Broadway Bridge	No bridge connections	No bridge connections	Ok connection to University Bridge	Ok connection to University Bridge	Great connection to University Bridge
Existing AAA Facilities	None	None	None	Connects to Blairmore Bikeway	None	Connects to SW Connector MUP
Proposed AAA Facilities	Connects to proposed 19th St protected bike lane (Ave A - Ave H)	Connects to proposed raised cycle track on Idylwyld Drive	Connects to proposed raised cycle track on Idylwyld Drive	Connects to proposed raised cycle track on Idylwyld Drive	Connects to proposed multi-use pathway on Idylwyld Drive	Connects to proposed multi-use pathway on Idylwyld Drive
Current and Potential Bicycle Traffic						
Key Destinations Served	• River Landing • Remai Modern • Farmer's Market • Prov. Court • Midtown Plaza	• Midtown Plaza • Several retail shops west of Idylwyld Dr	• TCU Place • Sturdy Stone • Some office /retail	• Francis Morrison Library • City Hall • Medical Offices	• Kinsmen Park • City Hall	• Kinsmen Park • Police Station
PEOPLE WALKING						
Pedestrian Improvements						
Opportunity for Improvements	Yes. Increased separation from traffic	Yes. Increased separation from traffic	Yes. Increased separation from traffic	Yes. Increased separation from traffic	Yes. Increased separation from traffic	Somewhat. Already streetscaped

AAA EVALUATION CRITERIA: COMPARISON OF EAST-WEST STREETS

Streets Recommended for Downtown AAA Network | Great/Good | Neutral | Poor

	19th Street	20th Street	22nd Street	23rd Street	24th Street	25th Street
CYCLIST SAFETY						
Conflict with Vehicles						
Motor Vehicles per Day (Average Annual Daily Traffic)	17,000 – 25,000* *estimated	13,000 – 20,000* *estimated	15,000 – 30,000* *estimated	7,000 – 12,000* *estimated	8,000 – 13,000* *estimated	23,000 – 43,000 2016 COS AADT
PEOPLE DRIVING						
Automobile travel time [PM Peak Period]						
Peak Direction of Travel	Eastbound	Westbound	Westbound	Eastbound	Eastbound	Not completed as this street was removed from consideration for a AAA facility at this time.
Travel Time (existing configuration)	1:43 min	1:48 min	2:13 min	1:59 min	1:40 min	
Travel Time (AAA facility)	2:35 min	3:42 min	3:24 min	2:01 min	2:44 min	
Change in Travel Time	0:52 sec	1:54 min	1:35 min	0:02 sec	1:04 min	
TRANSIT						
Transit Stop Conflicts						
Current # of Stops	5	3	4	9	2	9
Future # of Stops	None Identified	Possibility of future stops	2 BRT Stations	None Identified	None Identified	2 BRT Stations
Transit Operations						
Current Transit Route	Yes	Yes	Yes	Current transit terminal conflict front 2nd Ave to 3rd Ave	Yes	Yes
Future Transit Route	BRT proposed as curb running from 4th Ave to 3rd Ave	Identified as possible high-frequency transit west of 3rd Ave	Identified as future center-running BRT route	None Identified	None Identified	BRT proposed as curb running from Spadina to 3rd Ave
BUSINESS						
Street Environment	Low activity: 7 building entrances (1.2 per block face)	Average activity: 23 building entrances (2.3 per block face)	Average activity: 31 building entrances (3.1 per block face)	Low activity: 21 building entrances (1.8 per block face)	Average activity: 33 building entrances (2.6 per block face)	Low activity: 24 building entrances (1.6 per block face)
Parking						
Current # of Spaces	17	118	96	103	124	58
# of Spaces with AAA	17	80	63	90 (Parking added in transit terminal)	66 (Parking removed on south side between Ontario Ave & Idylwyld Dr)	50
Change in # of Spaces^	0	-38	-33	-13	-58	-8

TRAFFIC ANALYSIS ASSUMPTIONS

- Transit Mall on 23rd Street is no longer present. Through traffic movements along 23rd Street have been added.
- Traffic Bridge is open.
- Parcel YY in River Landing is built out (increase in traffic due to development).
- Bus Rapid Transit (BRT) along 3rd Ave; all analyses take into account the changes in travel pattern in the downtown.

^ Due to removal of parking at intersections and on each side of driveways to improve visibility/sightlines.

AAA EVALUATION CRITERIA: COMPARISON OF NORTH-SOUTH STREETS

Streets Recommended for Downtown AAA Network | Great/Good | Neutral | Poor

	Idylwyld Drive	1st Avenue	2nd Avenue	3rd Avenue	4th Avenue	Spadina Cres
BICYCLE NETWORK						
Linkages to Surrounding Areas						
Connectivity North	Great. Extends beyond 25th St.	Good. Extends beyond 25th St. with a slight deflection at Duke St.	Great. Extends beyond 25th St	Great. Extends beyond 25th St	Good. Extends beyond 25th St (4th Ave in a one-way street N of 25th)	Good. Extends north of 25th St. Connects with Meewasin trail system
Connectivity South	Ok. Terminates at 20th, connection through Ave A to 19th St	Ok. Southbound Terminates at 19th Street, Northbound begins at 20th due to Idylwyld Freeway Ramps.	Great. Terminates at Spadina Cres	Great. Terminates at Spadina Cres	Intersection improvements are planned that will improve the connection to the Broadway Bridge	Good. Terminates at 2nd Ave. Connects with Meewasin trail system
Coverage (% of Downtown within 400m of Proposed Facility)	40%	65%	75%	75%	70%	55%
Linkages to Existing & Proposed AAA Facilities						
Bridges	Poor: Road connects directly to Sid Buckwold Bridge but the connection to Sid Buckwold Bridge walkway is challenging.	Poor: Road connects directly to Sid Buckwold Bridge but the connection to Sid Buckwold Bridge walkway is challenging.	OK: Connects to 19th St which connects to Traffic Bridge and Broadway Bridge	Great: • Connects directly to Traffic Bridge • Connects to 19th St which connects to Broadway Bridge	Good: • Northbound connection from Broadway Bridge to 4th on East Side is OK • Intersection improvements are planned that will improve the connection to the Broadway Bridge	Good: • Connects with University Bridge • Doesn't connect with Broadway Bridge • Connects with Traffic Bridge
Existing AAA Facilities	• Connects with Blairmore Bikeway • Connects with South West Connector Multi Use Pathway	None	2nd Ave becomes 3rd Ave which connects with 33rd Street Multi-Use Pathway	• Connects with 33rd Street Multi-Use Pathway • Connects with Cycle Track on Victoria Avenue	None	Connects to Meewasin trail system
Proposed AAA Facilities	None	None	None	None	None	None
Current and Potential Bicycle Traffic						
Key Destinations Served	• Midtown Plaza • TCU Place	• Government of Canada Building • Midtown Plaza • Scotia Centre	• Remai Modern • River Landing • Scotia Centre • Lots of retail • Lots of restaurants	• Francis Morrison Library • City Hall • Sturdy Stone • Some retail shops • Some restaurants • Educational intuitions	• Francis Morrison Library • City Hall • Sturdy Stone • More office than retail • Some restaurants	• Remai Modern • River Landing • Court of Queen's Bench • Medical Offices • General Offices
PEOPLE WALKING						
Pedestrian Improvements						
Opportunity for Improvements	Yes. Opportunity to make improvements through Imagine Idylwyld project	Yes. Opportunity to improve crossings for pedestrians north of 22nd St	Already a pedestrian priority street with significant pedestrian amenities & short crossing distances.	Yes. Possible opportunity to make improvements through BRT	Yes. Increases separation of pedestrians from traffic	• East side has great pedestrian amenities • West side could benefit from improved pedestrian facilities

AAA EVALUATION CRITERIA: COMPARISON OF NORTH-SOUTH STREETS

Streets Recommended for Downtown AAA Network | Great/Good | Neutral | Poor

	Idylwyld Drive	1st Avenue	2nd Avenue	3rd Avenue	4th Avenue	Spadina Cres
BICYCLE NETWORK						
Linkages to Surrounding Areas						
Connectivity North	Great. Extends beyond 25th St.	Good. Extends beyond 25th St. with a slight deflection at Duke St.	Great. Extends beyond 25th St	Great. Extends beyond 25th St	Good. Extends beyond 25th St (4th Ave in a one-way street N of 25th)	Good. Extends north of 25th St. Connects with Meewasin trail system
Connectivity South	Ok. Terminates at 20th, connection through Ave A to 19th St	Ok. Southbound Terminates at 19th Street, Northbound begins at 20th due to Idylwyld Freeway Ramps.	Great. Terminates at Spadina Cres	Great. Terminates at Spadina Cres	Intersection improvements are planned that will improve the connection to the Broadway Bridge	Good. Terminates at 2nd Ave. Connects with Meewasin trail system
Coverage (% of Downtown within 400m of Proposed Facility)	40%	65%	75%	75%	70%	55%
Linkages to Existing & Proposed AAA Facilities						
Bridges	Poor: Road connects directly to Sid Buckwold Bridge but the connection to Sid Buckwold Bridge walkway is challenging.	Poor: Road connects directly to Sid Buckwold Bridge but the connection to Sid Buckwold Bridge walkway is challenging.	OK: Connects to 19th St which connects to Traffic Bridge and Broadway Bridge	Great: • Connects directly to Traffic Bridge • Connects to 19th St which connects to Broadway Bridge	Good: • Northbound connection from Broadway Bridge to 4th on East Side is OK • Intersection improvements are planned that will improve the connection to the Broadway Bridge	Good: • Connects with University Bridge • Doesn't connect with Broadway Bridge • Connects with Traffic Bridge
Existing AAA Facilities	• Connects with Blairmore Bikeway • Connects with South West Connector Multi Use Pathway	None	2nd Ave becomes 3rd Ave which connects with 33rd Street Multi-Use Pathway	• Connects with 33rd Street Multi-Use Pathway • Connects with Cycle Track on Victoria Avenue	None	Connects to Meewasin trail system
Proposed AAA Facilities	None	None	None	None	None	None
Current and Potential Bicycle Traffic						
Key Destinations Served	• Midtown Plaza • TCU Place	• Government of Canada Building • Midtown Plaza • Scotia Centre	• Remai Modern • River Landing • Scotia Centre • Lots of retail • Lots of restaurants	• Francis Morrison Library • City Hall • Sturdy Stone • Some retail shops • Some restaurants • Educational intuitions	• Francis Morrison Library • City Hall • Sturdy Stone • More office than retail • Some restaurants	• Remai Modern • River Landing • Court of Queen's Bench • Medical Offices • General Offices
PEOPLE WALKING						
Pedestrian Improvements						
Opportunity for Improvements	Yes. Opportunity to make improvements through Imagine Idylwyld project	Yes. Opportunity to improve crossings for pedestrians north of 22nd St	Already a pedestrian priority street with significant pedestrian amenities & short crossing distances.	Yes. Possible opportunity to make improvements through BRT	Yes. Increases separation of pedestrians from traffic	• East side has great pedestrian amenities • West side could benefit from improved pedestrian facilities

1.6 Downtown AT Network: November 2018 Engagement Summary

1.6.1 Engagement Objectives

- Provide an overview on the project and technical assessment;
- Share the recommended AT network of Downtown streets and how it connects to the city-wide network;
- Show high-level concept designs to illustrate how the proposed network corridors will look with AT facilities; and
- Obtain feedback on the routes selected, including asking attendees to indicate a preference between a north-south AT route on 3rd Avenue or 4th Avenue.

1.6.2 What We Asked

Nine display boards were set up and manned by project staff. Staff discussed the content of the boards with attendees and answered questions. The boards contained the following information:

- An overview of the project timeline and technical assessment, including the factors that were used to assess the suitability of Downtown streets for hosting AT facilities;
- A map of the proposed Downtown AT network was provided, as well as how this network would connect to existing and future AT facilities beyond the Downtown;
- Conceptual design details were shown for each proposed network street, including the recommended facility type, street operations, and key design features;
- Three types of conceptual intersection designs were shown, highlighting the key features of each design;
- Additional detail was provided on design elements for separation and barrier types, options for accessible parking, and how transit stops would be integrated; and
- A comparison of 3rd Avenue and 4th Avenue was shown and participants were asked to indicate their preferred north-south AT route.

1.6.3 Who Attended

Three separate events were held in November 2018. In total, approximately 365 people attended all three events.

Table 1: November 2018 Event Summary

Event	Date	Total Attendance
Downtown Come and Go Community Event	November 6, 2018, 3:00pm – 8:00pm	73
Broadway Come and Go Community Event	November 8, 2018, 3:00pm – 8:00pm	216
Midtown Mall Pop Up	November 16, 10:00am – 2:00pm	76

1.6.4 What We Heard

Overall, attendees supported an AT facility on 23rd Street and 19th Street. When asked, attendees supported an AT facility on 3rd Avenue rather than 4th Avenue. Of the 100 attendees who chose to indicate their preference, 78 preferred 3rd Avenue and 22 preferred 4th Avenue.

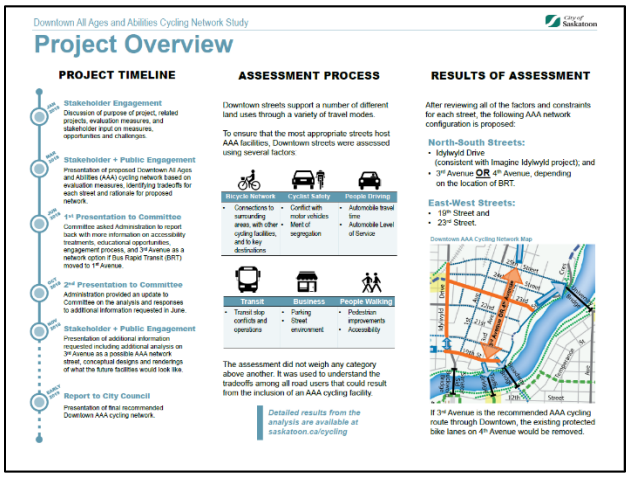
Comments focused on ensuring safe intersection designs, including a preference toward protected intersections. Attendees also liked the idea of more permanent barrier between the parking lane and the bike lane, and a preference toward a different style of delineator pole. It was noted that the barrier should be installed in such a way as to not create a hazard for people walking, cycling, or parking.

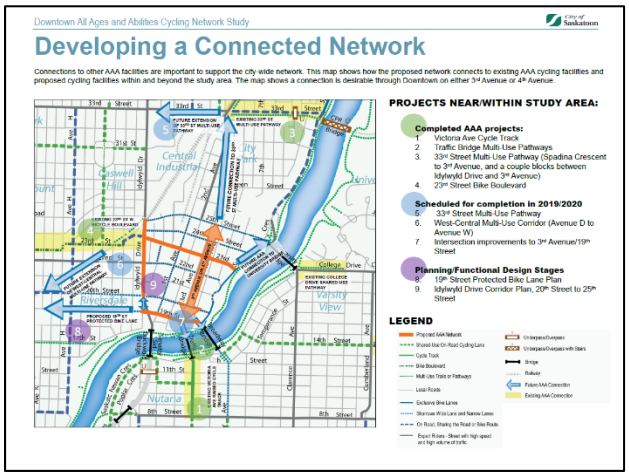
Positive feedback was received for the bidirectional facility along 19th Street, with attendees citing the high-visibility (no parking adjacent to the lanes) and the bicycle signals at intersections. The need for an improved connection to the Broadway Bridge from 19th Street was raised.

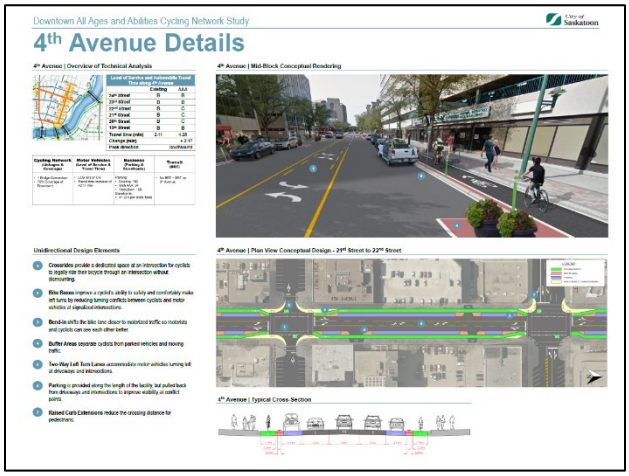
Of those who supported the network, many agreed with the streets selected and supported the evaluation process used to arrive at those streets.

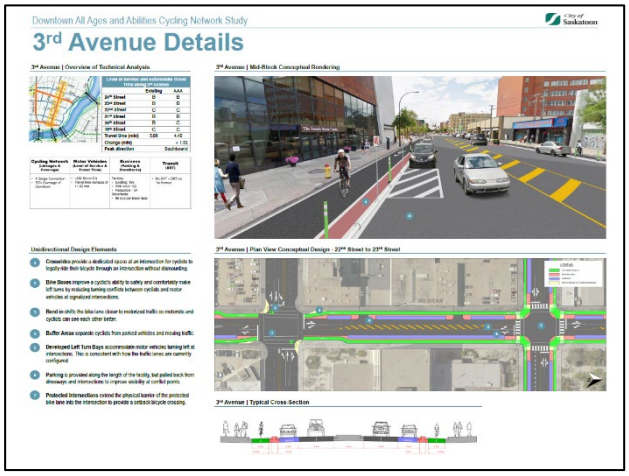
Generally, those who were not supportive of the network were not supportive of any protected cycling facility within the Downtown, citing negative impacts to motorists, parking implications, underutilization of current bike lanes Downtown, and cost implications.

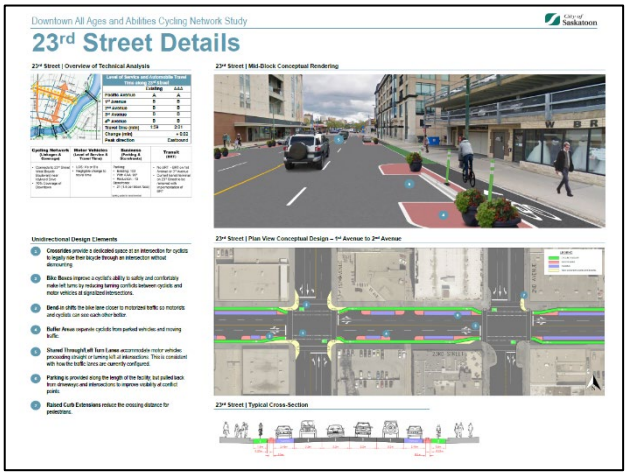
1.6.5 Boards



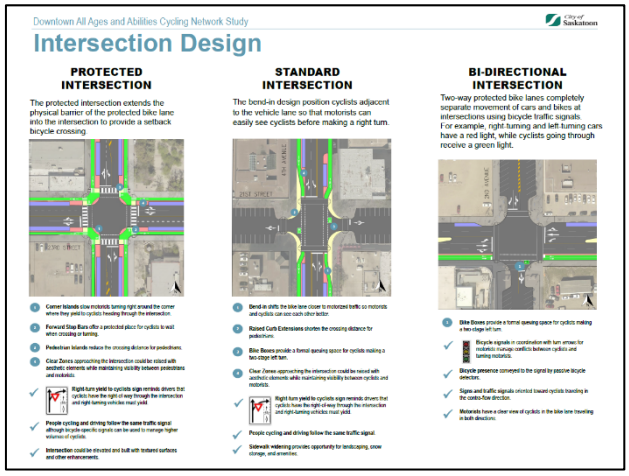


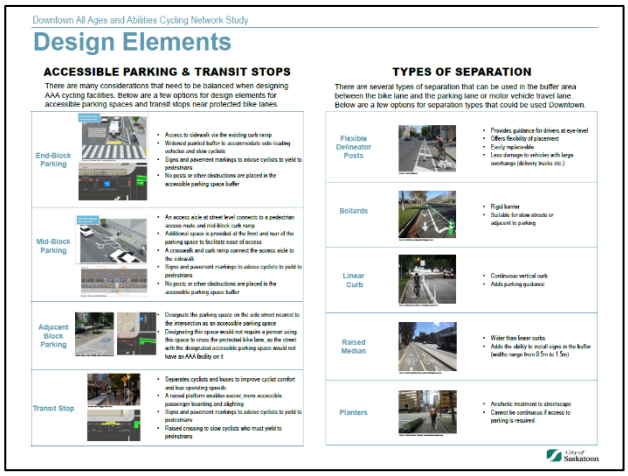


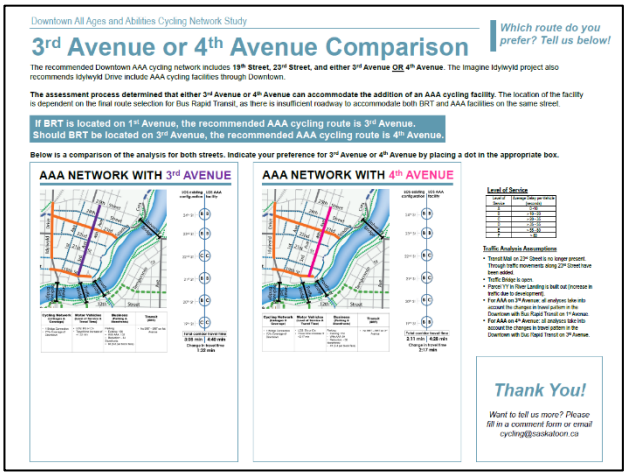



Downtown All Ages and Abilities Cycling Network Study
23rd Street Details


Downtown All Ages and Abilities Cycling Network Study
19th Street Details


Downtown All Ages and Abilities Cycling Network Study
Intersection Design
PROTECTED INTERSECTION
STANDARD INTERSECTION
BI-DIRECTIONAL INTERSECTION


Downtown All Ages and Abilities Cycling Network Study
Design Elements
ACCESSIBLE PARKING & TRANSIT STOPS
TYPES OF SEPARATION


Downtown All Ages and Abilities Cycling Network Study
3rd Avenue or 4th Avenue Comparison
Which route do you prefer? Tell us below!
AAA NETWORK WITH 3rd AVENUE
AAA NETWORK WITH 4th AVENUE
Thank You!

1.7 Saskatoon Accessibility Advisory Committee – January 11th, 2019

1.7.1 Engagement Objectives

Deliver a presentation on the proposed accessible parking options and barrier types, and answer any questions the Committee may have.

1.7.2 What We Asked

An overview of the Downtown AT Network Study was provided to the committee, as well as the preliminary designs for accessible parking/loading spaces adjacent on Downtown AT corridors. The materials were provided as part of the agenda package for the meeting. The presentation included the following information:

- An overview of City Council direction;
- An overview of the city-wide network;
- An overview of the preliminary concept design for the Downtown streets (3rd Avenue was the example utilized);
- Preliminary concept designs of two accessible parking/loading options:
    - End Block
    - Mid-Block; and,
- Examples of possible barrier types.

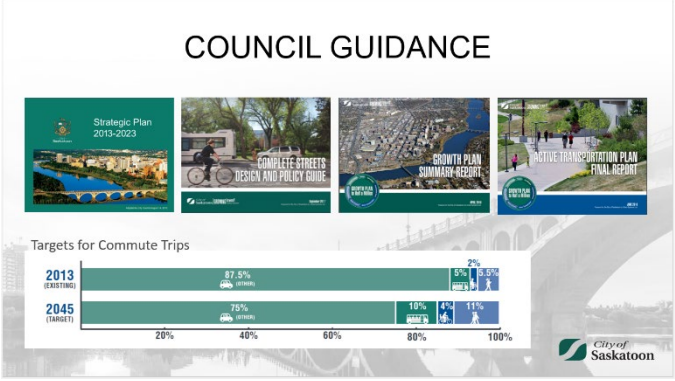
1.7.3 Who Attended

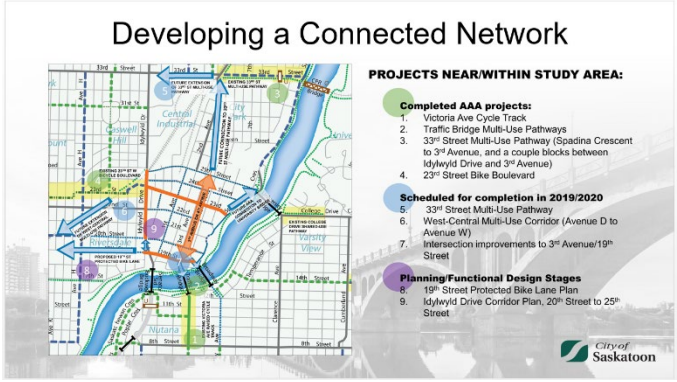
Members of the 2019 Saskatoon Accessibility Advisory Committee. A list of the 2019 Committee Members can be found here: https://www.saskatoon.ca/city-hall/city-council-boards-committees/boards-committees

1.7.4 What We Heard

Overall, the Committee was supportive of the combined approach to accessible parking/loading zones. The Committee would like to see adequate, visible signs indicating the spaces as well as an opportunity to provide input once the final locations and detailed designs are completed for these spaces.

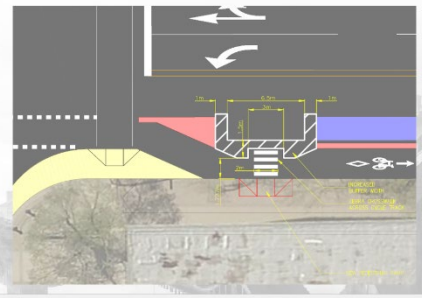
1.7.5 Presentation Materials



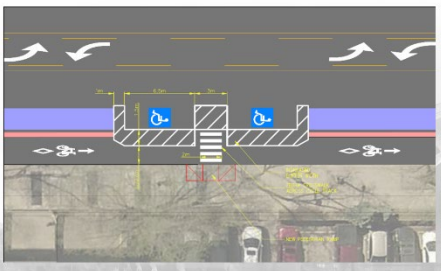


Preliminary Conceptual Design – 3rd Avenue

Accessible Loading Zone – End Block



Accessible Loading Zone – Mid Block



Possible Barrier Types

Flexible Delineator Posts	Bollards	Linear Curb	Raised Median	Planters
				
• Provides guidance for drivers at eye-level • Offers flexibility of placement • Easily replaceable • Less damage to vehicles with large overhangs (delivery trucks etc.)	• Rigid barrier • Suitable for slow streets or adjacent to parking	• Continuous vertical curb • Adds parking guidance	• Wider than linear curbs • Adds the ability to install signs in the buffer (widths range from 0.5m to 1.5m)	• Aesthetic treatment to streetscape • Cannot be continuous if access to parking is required

Timeline

FAST CONSULTING
Community Intelligence

Downtown All Ages and Abilities (AAA) Cycling Network Stakeholder Session

Prepared for:
City of Saskatoon
222 3rd Ave North
Saskatoon, SK S7K 0J5

Submitted by:
FAST CONSULTING
117 - 3rd Avenue South
Saskatoon, SK S7K 1L6

Attachment 1

Stakeholder Session

Downtown All Ages and Abilities (AAA) Cycling Network – Stakeholder Session

Background

The City of Saskatoon's Complete Streets Design and Policy Guide is designed to achieve a more balanced approach to street design, one that accommodates the safe movement of people all ages and abilities by multiple modes (i.e. walking, cycling, transit, vehicle). The City's Active Transportation Plan identifies the importance of providing an interconnected system of bicycle facilities that is comfortable and attractive for users of all ages and abilities.

When the Downtown Protected Bike Lane Demonstration (4th Avenue and 23rd Street) wrapped up in November 2017, City Council directed the City administration to report back on what a complete, connected downtown AAA cycling network would look like in Saskatoon.

The City mailed letters to approximately 1,170 downtown property owners, businesses and other stakeholders (e.g. the cycling community) on January 8th, 2018. The letter described aspects of the AAA initiative, including that it will:

- Take into consideration how cycling facilities connect to Saskatoon's wider cycling network.
- Determine how to integrate with other key downtown projects, such as the Bus Rapid Transit (BRT) plan along 3rd Avenue and opening of the Traffic Bridge in fall 2018.
- Consider the impacts on all downtown users to ensure that the most appropriate streets host AAA facilities.

A follow-up email was sent on January 15, 2018. Recipients of the letter and email were asked to add their names to a contact list for future project updates. Stakeholders who opted in for updates, as well as several targeted stakeholders such as organizations representing cyclists, pedestrians, older adults, and many more, were invited to attend the open house sessions on January 20, 2018. The sessions were an opportunity for stakeholders to share their knowledge and insights regarding the development of the Downtown All Ages and Abilities (AAA) Cycling Network.

Session Format

There were two stakeholder events, each approximately 90 minutes in length. Each session began with a brief PowerPoint presentation that included an explanation of the Active Transportation Plan and how it integrates with the Complete Streets Design and Policy Guide, the Growth Plan and the City's

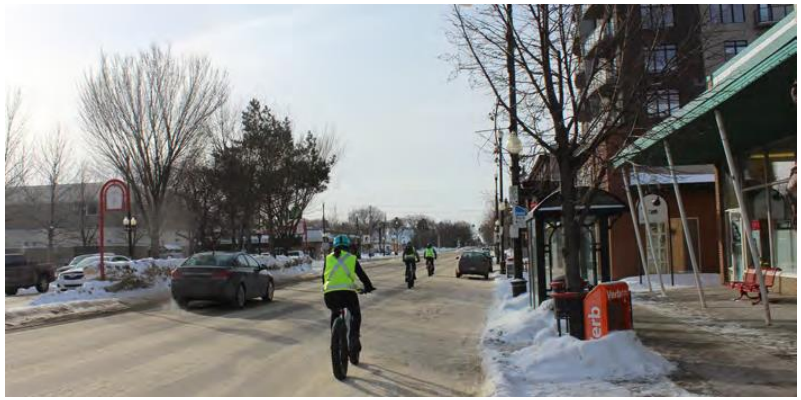


Photo source: City of Saskatoon Active Transportation Plan

Strategic Plan, as well as noting other influencing factors and projects (e.g. BRT, Imagine Idylwyld, Traffic Bridge, 3rd Avenue and 19th Street intersection upgrades).

The presentation referenced the timeline for the Downtown Protected Bike Lane Demonstration Project (2015 – 2017), the provision that protected bike lanes (PBLs) be included in the Downtown AAA Cycling Network, and that the current PBLs on 4th Avenue and 23rd Street be retained until the Downtown network is presented to City Council.

The presentation defined the downtown study area and highlighted the three guiding principles of the AAA cycling network:

- **Safety** – Cyclists are vulnerable and travel more slowly than motor vehicles.
- **Comfort** – This is an important part of attracting more people to bicycling as a mode of travel.
- **Connectivity** – Cyclists need a network of continuous low-stress routes that provide connections to local and city-wide destinations.

The presentation was followed by discussion and engagement activities between stakeholders and the Active Transportation Program Manager, with four City Transportation Engineers stationed at informational display boards (see Appendix).

Stakeholders were asked to provide input regarding criteria that could be used to assess which downtown streets are best suited for a AAA cycling facility, as well as challenges and opportunities for each street.

Who Attended

The sessions were attended by between 40 and 50 people in total (not everyone signed in). Stakeholders in attendance included individuals who signed on behalf of the Saskatchewan Health Authority, as well as civic facilities such as TCU Place, Saskatoon Fire Department and Saskatoon Public Library. Stakeholders from the Saskatoon Chamber of Commerce, Downtown Business Improvement District, Meewasin Valley Authority, Open Door Society and Partners in Employment also attended. Downtown business people attended, although they appeared to be limited in number. There were also stakeholders from Saskatoon Cycles as well as university students. The City Councillor representing the downtown Saskatoon ward was also in attendance.

Evaluation Criteria

What's more important to stakeholders in terms of where AAA cycling facilities should go? Stakeholders were asked to prioritize the criteria being used by the City in their evaluation of streets on which to locate AAA cycling facilities. Stakeholders did this by allocating dots to the criteria (posted on display boards) they felt should receive priority. Each stakeholder was given six dots, which they could allocate in any manner they chose for the six criteria. This "dotmocracy" is a cumulative voting method used to identify preferences regarding specific criteria.

SUMMARY OF STAKEHOLDER INPUT

The following is a summary of stakeholder input regarding the evaluation criteria. Of the six criteria presented, stakeholders allocated the majority (59%) of dots to two criteria—bicycle network (34% of dots) and cyclist safety (25% of dots).

EVALUATION CRITERIA (DOTMOCRACY)

Bicycle Network (34%)	
Linkages to surrounding areas	17%
Linkages with other bicycle facilities	13%
Current and potential bicycle traffic	4%
Cyclist Safety (25%)	
Merit of segregation	18%
Conflict with vehicles	7%
People Walking (14%)	
Pedestrian improvements	10%
Accessibility	4%
Business (14%)	
Street environment	11%
Parking	3%
People Driving (8%)	
Automobile travel time	8%
Transit (5%)	
Transit operations	3%
Transit stop conflicts	2%
	100%

LINKAGES (BICYCLE NETWORK)

Stakeholders gave priority to bicycle network linkages (30%), including corridors providing linkages to surrounding areas and with bicycle facilities in other parts of Saskatoon. Few stakeholders (4%) prioritize corridors in which large numbers of existing or potential bicycle trips originate and terminate.

CYCLIST SAFETY

This is followed by cyclist safety (25%), with most prioritizing segregation of cyclists from higher overall traffic volumes and the idea that separation on such corridors will provide the greatest benefit to cyclists. Fewer stakeholders (7%) prioritize corridors with fewer turning movements at intersections and driveways.

PEDESTRIANS (PEOPLE WALKING)

Stakeholders allocate priority to evaluation criteria around pedestrian safety or impact on pedestrians with mobility needs (10%). These considerations also come up in discussions.

STREET ENVIRONMENT (BUSINESS)

Some priority (11%) is placed on with additional buffering to improve the pedestrian environment and street level commerce.

PARKING

Stakeholders are less likely to allocate priority to evaluation criteria that involves impact on parking (3%). As a general rule, it appears that most stakeholders agree that AAA facilities cannot exist on streets with angle parking.

IMPACT ON MOTORISTS

Some priority (8%) is placed on criteria that consider corridors with the least impact on travel time of people driving.

TRANSIT

Little priority is allocated by stakeholders for evaluation criteria to consider corridors in terms of their potential to conflict with transit (2%) or the idea that corridors with the least impact on transit travel time should be preferred (3%).

Opportunities and Challenges

Participant Suggestions on Maps

The presentation featured two stations with large maps showing both existing and potential AAA routes. During discussion of opportunities and challenges, participants were asked to write their comments on sticky notes and attach to the maps. Those comments are summarized below. They have been organized into several categories, including bridge access, parking, traffic lights, preferred routes and excluded routes.

Broadway Bridge, Traffic Bridge and Access to AAA Network

- Connectivity via AAA network to Riversdale area on 19th Street. Close outside lanes, make bike path Avenues A to H.
- New Traffic Bridge is going to be nicest bridge for cyclist crossings; connecting it with north/south AAA routes in an appealing way is key.
- Connectivity via the University Bridge between Saskatoon City Hospital and Royal University Hospital and the University of Saskatchewan is important and needed by a large number of year-round cyclists.
- Need improved connections for cyclists and pedestrians coming off bridges.
- The bike lane should be on 3rd Avenue off the Traffic Bridge.
- When Traffic Bridge opens, need excellent way findings to access Farmers' Market via River Landing.
- Route across Broadway Bridge to get to Farmers' Market is challenging if you cross on the south side of the bridge and proceed west; cyclists have to stay on sidewalks.
- The bottom of the Broadway Bridge needs work. Cyclists travelling south on 4th Avenue should be able to get to the SW side of the bridge. Cyclists travelling down the north (right) side of the bridge should be able to access 19th Street.
- Better signage on all bridges depicting expectations for pedestrians, cyclists and cars would be helpful.
- Dangerous for pedestrians and cyclists where Broadway Bridge accesses 4th Avenue; this multi-use trail has poor visibility (curved) where it becomes 4th Avenue and is too narrow for shared use by pedestrians and cyclists.

Parking

- There are issues for the PBL on 4th Avenue with the parkade between 21st and 22nd Street. Parkade users need to be informed of the bike lane and potential hazards to cyclists from cars exiting the parkade, particularly during rush hour.
- The parkade on 4th Avenue between 21st and 22nd Streets will be a bottleneck whether there is a PBL there or not. Don't let bad design of parkade bring down an ideal bike lane street.
- Better demarcation of parking stalls would assist with motorists and where they can park.
- City vehicles, taxis, delivery trucks and dumpsters are often parked on the PBL on 4th Avenue, right after 21st Street.

Traffic Lights

- Dedicated lane plus lights would work better for cyclists.
- Would like to see traffic light changes; bike specific lights with different timing for bikes using AAA routes and green lights for right turns for motorists.
- Work needs to be done on traffic lights on existing PBL – need advanced start for cyclists to enable them to enter intersections before motorists and no right turn on red light

for motorists. If right turn is needed for traffic flow, include a green arrow in light sequence.

Preferred Routes

- The natural and best east-west corridor for a bike path is Meewasin Trail along Spadina Crescent. It connects to 4 bridges downtown. Could put separate lane for bikes adjacent to pedestrian path on Meewasin Trail.
- 3rd Avenue is the most logical way to travel north-south across downtown by transit and bicycle. Good connectivity, including to north residential areas. Prioritize bus and bikes before cars on this route.
- BRT could go north on 4th Avenue and south on 3rd Avenue; would provide room for a two-way cycle path on 3rd Avenue.
- 4th Avenue PBL is a great place to bike.
- I'd like to see a second north-south PBL on 1st Avenue from 19th Street to Queen Street.
- 21st Street presents a great opportunity to improve bike safety; a route here would encourage cycling downtown and provide an opportunity for businesses, cyclists and pedestrians to work together. Great route if used properly.
- 23rd Street is a good street for cycling; work on modifying the Bus Mall to better accommodate cyclists.
- For east-west network segments, 25th, 23rd and 19th Street would work well for providing east-west coverage, both for destination stops and commuting through.
- 2nd Avenue does not work due to angle parking, so 3rd and 4th Avenues are best options; 1st Avenue is also very wide.
- Remove 2nd Avenue from consideration for AAA; angled parking and street design create too many restrictions. 21st Street has same challenges, should also be removed from consideration.
- 2nd Avenue would be good option if angle parking eliminated.
- Transit Mall in the way of PBL on 23rd Street is disruptive.
- PBL should be on 25th Street; provides access from University Bridge, University of Saskatchewan and College Drive. Street is so busy that cyclists use sidewalk.
- Consider moving to one-way streets downtown to open up more options for dedicated bike corridors.
- Split up network in logical east-west, north-south sections equal distances apart: Meewasin Trail, Idylwyld Drive, 23rd Street and Queen Street.
    - Response from fireman: No; current street width in front of #1 Fire Station is required to allow truck to back in.

Routes Excluded from Consideration

Several comments were collected at the station identifying downtown streets excluded from consideration (see appendix).

- Four of five notes agree with exclusion of all streets listed, including 5th Avenue between 22nd and 25th Street, 6th Avenue between 24th and 25th Street, 21st Street E., and Ontario Avenue, Wall Street and Pacific Avenue.
- There is particular agreement on the exclusion of 21st Street, as this is a great opportunity for a pedestrian priority street.
- One comment disagrees with excluding 5th Ave between 22nd and 25th Street, because it would provide a good connection between Kinsmen Park and north residential area and possibly to 4th Avenue and the PBL.

Other

- If 19th Street is being considered for cycling facility west of downtown, changes have to be made to 19th in downtown as it's not bike friendly; most cyclists currently use the sidewalk.
- Appreciate the tweaking the City has done, but more needs to be done. At intersections, vehicles need to be stopped further back so they can see the cyclist waiting at the intersection to go forward.
- Separate cyclists and pedestrians at lights.
- If I'm waiting at a red light when cycling, if I'm not on a street that has a PBL, I'm not sure where I should be – in the traffic lane or in the furthest right lane. If I'm in the furthest right lane, I impede motorists trying to turn right.
- Improved snow clearing on bike lanes is important.
- Improved communication to the public about real cost (time and money) of PBLs.
- Would like to see PBLs, but only in summer and by using removable posts and temporary lane markings.
- The sharrow bike lane at the corner of Spadina Crescent and 24th Street narrows too much; needs to be widened for safety of cyclists.
- Crossing Wall Street at 24th Street is a challenge for pedestrians – lots of near misses for our staff. A challenge also for cyclists, but less so than for pedestrians.
- Future connection to the rail corridor and North Downtown should be considered.
- The alley north of 5th Avenue (adjacent to the YWCA) should be bought by the City and used as a bike lane.
- Businesses along 4th Avenue are clearing snow into PBLs.
- Buses along 23rd Street currently stop in PBL. Consider raising cycle lane and having bus stop in driving lane.
- Broken posts separating PBL from road lead cars to park in the bike lane.
- Several PBL posts are down along 23rd Street, sometimes lying across the bike lane. What is maintenance schedule? Will maintenance be improved when AAA is built?
- Short-height jersey barriers would help protect cyclists (sticky note re: Spadina Crescent in front of Bessborough Hotel).

Photo source: City of Saskatoon Active Transportation Plan

Overview of Discussion at Stations

In addition to capturing comments stakeholders attached to the maps, notes were made of stakeholder discussions at the two stations. The following is a summary of those discussions.

Safety

Safety is one of the most overheard words in discussions at the sessions, and the most important consideration as it provides context for many of the comments at the stations. Stakeholders primarily talk about safety in terms of cyclists, but often for pedestrians and even motorists as well. Some primary safety concerns include difficulty parking, getting in and out of parking facilities or turning right without endangering cyclists using corridors with PBLs.

There are suggestions that motorists experience limited sightlines and that cyclists run the risk of proceeding with an unwarranted sense of security because they are in a PBL, so they proceed with less caution and awareness of pedestrians and motorists that can intrude into their corridor.

Participants also suggest that safety improvements should not only benefit cyclists but also pedestrians and motorists.

Education

Discussions around safety frequently include comments regarding the importance of education—teaching people how the PBLs work. As one participant notes, "We're learning now how to have dedicated bike lanes, so that in the future when it becomes really important for our city to have them, we'll all know how they work and how to use them, as cyclists, pedestrians and motorists." The concern is that all people visiting downtown learn how to use AAA facilities responsibly and safely, regardless of whether they are cyclists using AAA facilities or motorists or pedestrians co-existing with them.

Consistency is part of some discussions about the importance of education; some stakeholders suggest that people find the various types of bike lanes (PBLs, sharrows, etc.) confusing.

PBLs and BRT

Some stakeholders wonder why BRT, currently recommended for 3rd Avenue in the downtown area, and PBLs cannot co-exist on the same street. Some stakeholders do not want to lose the parking along 3rd Avenue that this might entail.

Demonstration Project

Some stakeholders wonder whether or not the criteria for measuring the 4th Avenue and 23rd Street Demonstration Project has been met. If it has (as is the understanding of some participants), the success of the project is not being celebrated. Some have the impression that various elements of the demonstration are being cast in a negative light and used to show that it has not been successful.

One suggestion is that communication about AAA facilities should highlight the fact that everyone benefits, not just cyclists. There is a sense that this is not communicated clearly enough. The PBL demonstration project seemed to place too much focus on comments about the infrastructure benefitting a select group

of people and so was not worth of support. Incorporating messaging that AAA facilities such as PBLs are designed to encourage more people to use cycling as an alternative mode of transportation could counterbalance that argument.

Corridor Opportunities

Stakeholders find it easier to point out the challenges as opposed to the opportunities with existing and potential AAA streets. Spadina Crescent is a 'natural' corridor, or 'intuitively' where some stakeholders want to go. 23rd Street is often mentioned as a good corridor, despite challenges with the bus mall interrupting the PBL.

There are mentions of whether Idylwyld, after it is redesigned as part of the Imagine Idylwyld plan, has been considered for PBLs. 1st Avenue or 2nd Avenue are mentioned as possible corridors. Some stakeholders suggest that 21st Street between the Bessborough Hotel on Spadina Crescent and Midtown Plaza on 1st Avenue would be a good corridor; however, most suggest this is more appropriate for pedestrian traffic. Overall, there did not appear to be consensus among stakeholders regarding preference for any specific corridors.

Corridor Challenges

Some of the challenges discussed by stakeholders with the 4th Avenue corridor revolve around too much traffic, restricted sightlines for motorists turning right (and fear of collisions with cyclists they cannot see when doing so), problems with entering and exiting parking facilities because of having to cross the PBL and risks of crossing into motorist lanes for cyclists that want to turn left at intersections along the corridor.

Connectivity is a Challenge

Connecting a potential downtown AAA corridor to other parts of Saskatoon via any of the bridges—Broadway, Traffic, Idylwyld or University—is seen as a major challenge for the network.

Destination

Some people say it's important to know where cyclists are going in terms of destinations in order to design good bike routes, but others respond that cyclists are just like everyone else in that they are going to all sorts of places. They are not necessarily "just going to the library," for example. Some are going through downtown; some are going to destinations downtown.

Downtown Business

DTN YXE (Downtown Business Improvement District) has five principles it wanted to reinforce at the session in terms of the downtown AAA network, including:

- Urban Connectivity – Bike lanes are an opportunity to build links between urban districts.
- Suburban Connectivity – It's important to connect Downtown to the suburbs.
- Car Convenience – Motor vehicles remain an important mode of transportation for downtown, and cycling networks should minimize negative affect on parking and congestion.
- Safety – Network design must create safe environments for cyclists and non-cyclists.

- Destination-driven – The network should take cyclists past major destination businesses downtown to encourage people to stop and enjoy the area.

Some downtown business people suggest that residents from outside of Saskatoon use vehicles to visit the city and will not be likely candidates for cycling. One businessperson says no one comes to their store on a bicycle.

Others point to significant vehicle traffic from people travelling from rural Saskatchewan to medical areas downtown (i.e. Medical Arts building on Spadina Crescent, medical offices on Wall Street).

Considering the Future

Some stakeholders mention that AAA corridors should be thought out, not in terms of current traffic flow, but in light of significant pedestrian, motor vehicle and cyclist traffic changes coming as a result of development along 19th Street from River Landing residential, hotel and office high-rise buildings underway, as well as significant commercial and residential development in the area immediately adjacent to the Farmers' Market and Riversdale.

There are also changes on the horizon from the City Centre, North Downtown and Imagine Idylwyld plans, which should be considered in developing the network. More traffic will also be coming from the City fulfilling its density strategy in core areas around Broadway and the riverbank. Connectivity from the bridges will become an even more important consideration with these developments and plans.

Survey Form Comments

The following are verbatim comments recorded on survey forms completed by stakeholders.

WHAT WENT WELL? WHAT DID YOU APPRECIATE?

- I think the set-up works well; allows for general information and then discussion.
- Nice to have the context set at the beginning.
- The interactive respect of the process.
- Very easy to provide comments and engineers are available for discussion.
- Our group was small so it was easy to provide input and ask questions and discuss with City employees.
- I liked the dots to show which was most important.
- Being part of the process; firsthand knowledge helping shape our city.
- Great to talk directly to engineers, see progress being made.
- Good visuals – maps and boards, people to answer questions.
- The opportunity to give feedback.
- Being able to put formation directly on to the maps.
- The presentation was professional, clear and short.
- Attentive City staff, appeared to genuinely receive and consider comments; provided appropriate feedback/ clarification when warranted. Less presentation, more conversation makes sense.

WHAT DIDN'T WORK?

- The maps were vague as to what I should provide on them.
- The evaluation criteria seemed a little repetitive.

- Education should be well understood: cost of maintenance of roads due to cars, low cost of bike lane infrastructure vs. car infrastructure, explain general economic benefits.
- I'm still leery that 'complainers' voice is the one that's focused on; I hope that isn't the case moving forward with decision.
- The questions or input seemed a bit narrow; meaning, there didn't seem to be an option to express that bike lanes should not be pursued.
- Early in process, so still very open-ended; when options are narrowed down, would hope that user groups are more directly engaged as it didn't appear they had been to this point (cyclists in particular) based on responses from City staff.

I UNDERSTOOD WHAT WAS EXPECTED OF ME AS A PARTICIPANT … HOW CAN WE IMPROVE IN THIS AREA?

- I would have liked to know ahead of time that we would be looking at maps to find/comment on problematic areas. I would have liked to have time before the day to look at the maps on my own and organize my thoughts ahead of time. I apologize if there was an email ahead of time that mentioned this and I missed it.

I FEEL MY INPUT WAS ADEQUATELY CAPTURED AND RECORDED … HOW CAN WE IMPROVE IN THIS AREA?

- Note-taking by staff was evident. Not sure if "sticky note" concept really works, as people are engaged in conversations, which is what should be expected. Notes taken by City staff listening in are probably more valuable.

I UNDERSTAND HOW MY INPUT WILL BE USED … HOW CAN WE IMPROVE IN THIS AREA?

- Process from this point forward could have been more clearly explained.

WHAT ELSE WOULD YOU LIKE US TO KNOW?

- I heard one person complain that nobody used bicycles before lanes were implemented, but I personally would not bike without them because I felt unsafe. But with protected lanes would be 100% more likely to bike downtown.
- Poor bike parking facilities at the venue – one hidden bike rack that is too wide for a u-lock.
- I am generally very supportive of what you are doing. Be courageous, you are doing the right thing.
- Keep in mind that if AAA facility is not 100% safe, it is not a failure. It's not realistic to remove all/any risk – but improve, make it as safe as physically possible. In communication efforts, it's safer than current options (e.g. painted bike lanes, sparrows, nothing). With current PBL, because there are still safety/sightline issues at driveways, etc., there was dissenting voice that they were unsafe, needed to go. But they are markedly safer than the previous 4th Avenue painted bike lane. You are challenging the status quo and there is bound to be pushback in the community. Courage and political leadership is key to stay the course. Thanks for all your efforts at changing both our physical environment for the better as well as the social normative environment.
- The integration of plans (cycling / transit / pedestrian) is an important aspect of this process.
- It was great to hear from others with their concerns.

- I do not believe bike lanes are necessary in this city due to the time we spend in freezing weather and the imposition it puts on vehicle traffic. Just building bike lanes in my opinion will not mean that more people will cycle to work. I do not feel that streetscaping that involves reducing the number or size of traffic lanes improves the downtown area; it may keep people from travelling downtown.
- This event was well thought out and clearly presented, I appreciated being invited.
- Very important to consider keeping the primary designated street for each "mode" separate; biggest concern of those attending was safety, and this would lead to the least likelihood of conflict.

Appendix

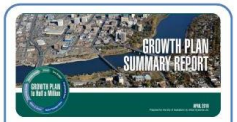
Photo source: City of Saskatoon Active Transportation Plan

Session Display Boards

Downtown Bicycle Network | Tell Us About Your Street

As a stakeholder, your local knowledge about our downtown streets is important.
What challenges and opportunities need to be considered when designing a cycling corridor on downtown streets?
Tell us by placing a sticky note on the map!

Active Transportation in Saskatoon



The **Growth Plan to Half a Million** (Growth Plan) was developed over two and a half years through a five-phase public engagement process called Growing Forward! Shaping Saskatoon.

The Growth Plan is made up of several themes that, when pieced together, form a new growth model for Saskatoon:

- **Corridor Growth** – Encouraging growth and development near our existing major corridors
- **Transit** – Making transit more attractive to more people as we grow
- **Core Area Bridges** – Making the most of our existing road infrastructure
- **Employment Areas** – Ensuring we have the right amount of employment in the right areas
- **ACTIVE TRANSPORTATION** – Providing more choices for how people move around the city
- **Financing Growth** – Planning ahead for the costs of growth

Adopted in principle by City Council on April 25, 2016, the Growth Plan is about making choices to proactively manage the changes associated with growth, creating a city that is vibrant and attractive to future generations. A vibrant Saskatoon has a diverse mix of housing, commercial, social, cultural, and recreational opportunities that are universally accessible by all modes of transportation, including walking, cycling, transit, and driving.

The purpose of **Saskatoon's Active Transportation Plan** (AT Plan) is to increase transportation choices within the city and establish a long-term vision for active transportation that complements the City of Saskatoon's existing strategic vision.

The AT Plan identified five key goals for improving walking and cycling in Saskatoon:

1. MORE walking and cycling
2. SAFER walking and cycling
3. More PLACES for walking and cycling
4. Build a CULTURE for active transportation
5. ENCOURAGE other forms of active transportation

Adopted in principle by City Council on June 27, 2016, the AT Plan will contribute to increased transportation options by improving the accessibility, comfort, convenience and safety of active transportation in Saskatoon, as the city grows to half a million people over the next 30 to 40 years.

The City of Saskatoon is committed to providing safe streets for users of all ages, abilities, and modes of travel. The **Complete Streets Policy and Design Guide**, was developed to help achieve that goal through a more balanced approach to street design that accommodates the safe movement of people by multiple modes and of all ages and abilities.

The principles of Complete Street design include:

- Serve and support existing and planned land use and built form context;
- Encourage people to travel by walking, bicycling, and transit;
- Provide transportation options for people of all ages and abilities;
- Enhance the safety and security of urban streets;
- Create a network of streets that offers mobility options for all users;
- Provide opportunities for improved health and recreation to people in the community;
- Promote the economic well-being of both businesses and residents;
- Create public space within the street corridor.

Adopted in principle by City Council on October 22, 2017, the Complete Streets Policy and Design Guide will help Saskatoon to plan, design, operate and maintain existing and new streets to effectively support movement of people of all ages and levels of mobility.

Active Transportation (AT) Plan | Bicycle Network Principles

AT Plan Network Facility Types

All Ages & Abilities (AAA)


Multi-Use Pathway


Bicycle Boulevard


Protected Bicycle Lane


Raised Cycle Track

Secondary (non-AAA)


On-Street Bicycle Lane


Buffered Bicycle Lane


Shared Use Lanes (sharrows)


Local Street

City Wide Cycling Network Principles

A well-designed cycling network needs to be visible, intuitive and provide connections between destinations and neighbourhoods.

Ideally, a cycling network serves users of all ages and abilities – in other words, people from age 8 to age 80 – offering practical route options for those who are interested in cycling, but who may not be comfortable riding on busy streets with high traffic volumes and speeds.

The design and development of a long-term bicycle network for Saskatoon is based on five network planning principles:

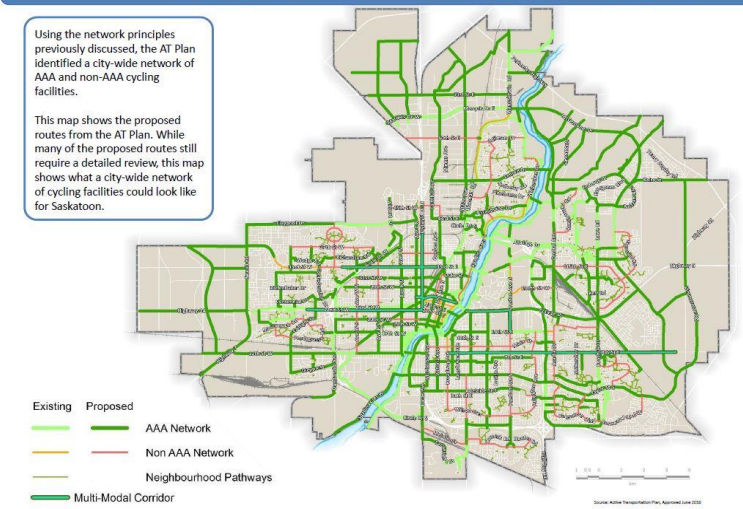
1. Provide an interconnected system of facilities that is **COMFORTABLE** and attractive for all users.
2. Increase **COVERAGE** to ensure all residents are within 400m of a designated bicycle route. The designated route may include both AAA and non-AAA facilities.
3. Focus on high-quality **CONNECTIONS** to and from downtown with all areas of the city and create a downtown network.
4. Provide a network that provides direct **ACCESS** to major shopping centres, key employment areas, schools, and recreational areas/facilities.
5. **IMPROVE** and connect to existing cycling routes.

Existing Bicycle Network

Active Transportation Plan | Proposed Bicycle Network

Using the network principles previously discussed, the AT Plan identified a city-wide network of AAA and non-AAA cycling facilities.

This map shows the proposed routes from the AT Plan. While many of the proposed routes still require a detailed review, this map shows what a city-wide network of cycling facilities could look like for Saskatoon.



All Ages and Abilities (AAA) Bicycle Network Principles

SAFETY

People riding bicycles are vulnerable road users because they have less protection and travel more slowly than motor vehicles.

An All Ages and Abilities Network should:

- ✓ Minimize and consolidate conflict points between modes (for example, at intersections or driveway crossings).
- ✓ Reduce speed and enhance visibility at intersections and conflict points.
- ✓ Provide each mode with a clearly defined space for travel.
- ✓ Provide consistent treatments to promote predictable behavior for all users.
- ✓ Ensure facilities are easy to maintain to facilitate safe cycling conditions.

COMFORT

Attention to user comfort is an important part of attracting more people to bicycling as a mode of travel.

An All Ages and Abilities Network should:

- ✓ Separate bicycles from motor vehicles when speeds are over 30 km/hr and traffic volumes exceed 1,500 vehicles per hour.
- ✓ Ensure the amount of delay for people riding bikes is reasonable and balanced with other users.
- ✓ Minimize encounters between people riding bikes and those driving vehicles.
- ✓ Accommodate side by side cycling and passing movements, where feasible.
- ✓ Provide smooth vertical transitions and pavement surfaces free from obstructions.

CONNECTIVITY

People who ride bicycles need a network of continuous low-stress routes that provide connections to local and city-wide destinations.

An All Ages and Abilities Network should:

- ✓ Provide direct and convenient connections that minimize detours.
- ✓ Connect to local and city-wide destinations.
- ✓ Integrate into the larger multimodal transportation network.
- ✓ Provide seamless transitions between different types of cycling facilities (for example: from a raised cycle track to a multi-use pathway).
- ✓ Ensure key destinations and regional routes are interconnected with the bicycle network.

Downtown All Ages and Abilities (AAA) Bicycle Network

Using the AAA Network Principles as a pre-screening tool, a few Downtown streets have been excluded from detailed consideration. This board identifies the eliminated streets and reason why.

What do you think?
Do you agree with these initial exclusions from the network?

Write your thoughts on a sticky note and place it in the corresponding box.

Street	Reason for Exclusion	Merits Consideration?
5th Avenue, between 22nd Street and 25th Street	• does not connect well to the south end of the study area • highly residential in nature • low number of city-wide destinations	
6th Avenue, Between 24th Street and 25th Street	• only extends for one block within the study area	
21st Street E	• low connectivity on east and west ends as it terminates at 1st Avenue and Spadina Crescent	
Ontario Avenue, Wall Street, Pacific Avenue	• streets do not connect well to the north and south ends of study area • potential in the future to serve as a secondary cycling connection to provide local access	

Evaluation Criteria

When assessing the appropriate streets for a AAA cycling facility, it is important to consider the impacts to all users in the Downtown. To assess these impacts, 12 criteria are being considered.

What do you think?
Tell us which of the 12 are most important to you by placing a dot in the corresponding box.

You may put as many dot votes on each item as you think important.

Are there any criteria missing? Write down your suggested criteria on a sticky note!

Bicycle Network

Linkages to surrounding areas Corridors providing better linkages across major barriers such as busy streets and river crossings should be preferred.	
Linkages with other bicycle facilities Corridors that offer a strong potential for interconnection with existing and planned City bicycle facilities and interconnections should be preferred.	
Current and potential bicycle traffic Corridors in which a large number of existing and potential bicycle trips originate and terminate should be preferred.	

Cyclist Safety

Merit of segregation Corridors with higher overall traffic volumes, higher truck traffic volumes, higher traffic speeds, and which have a higher potential for illegal stopping should be strongly preferred. Separation on such corridors will provide the greatest benefit to cyclists.	
Conflict with vehicles Corridors with fewer number of turning movements at intersections, driveways, and lanes should be preferred.	

People Driving

Automobile travel time Corridors with the least impact on automobile travel time should be preferred.	

Evaluation Criteria

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Transit

Transit stop conflicts Corridors with fewer bus stops and lower frequency of bus service should be preferred as there will be fewer conflicts between cyclists and passengers entering or exiting buses.	
Transit operations Corridors with the least impact on transit travel time should be preferred.	

People Walking

Pedestrian improvements Corridors that have potential to improve the pedestrian safety should be preferred. For example, pedestrian separation from vehicles/bicycles or changes to crossing distances at intersections.	
Accessibility Corridors in which implementation of the bicycle facility will have lowest relative impact on users with mobility needs should be preferred.	

Business

Parking Corridors in which implementation of the bicycle facility will have the lowest relative impact on the total parking supply should be preferred.	
Street environment Implementation of the bicycle facility will provide sidewalks with additional buffering from automobiles and improve the pedestrian environment, with likely benefits for street-level commerce. Corridors with a significant amount of street-level commerce should therefore be preferred.	

Satisfaction with Session

					
Overall, how was your experience	**42%**	**58%**			
This was a valuable use of my time and energy.	**33%**	**58%**	**8%**		
It was easy for me to participate in the process.	**42%**	**58%**			
The information was clear and understandable.	**33%**	**58%**	**8%**		
I understood what was expected of me as a participant.	**67%**	**25%**	**8%**		
The facilitator kept us engaged and focused.	**42%**	**42%**	**8%**	**8%**	
All participants were given the opportunity to contribute.	**75%**	**17%**	**8%**		
I believe that my voice mattered in this conversation.	**33%**	**58%**	**8%**		
I understand how my input will be used.	**33%**	**50%**	**8%**		**8%**
I will likely accept the outcome of this process, regardless of what decision that is made.	**25%**	**25%**	**42%**	**8%**	